The Police CHIEF

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On The Cover is photo of Chief George A. Otlewis, Chicago Park District Police, who, with Commissioner Timothy J. O'Connor, will co-host the 63rd Annual IACP Conference in Chicago next September. For preliminary Conference plans, see Page 8.

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The Litterbug Law

State statutes imposing fines upon the thoughtless motorist who discards trash along the nation's streets and highways are growing in popularity. "Litterbugs" throw-and-run, causing an appalling estimated expense of $30,000,000 annually in removing the tons and tons of trash tossed out of car windows.

Keep America Beautiful, Inc., a national public service organization for the prevention of litter, has been studying the causes of, and cures for, the litter problem. In less than a year and half of experience, the organization has promoted anti-trash programs in ten states. That the program pays is proven by the experience of Massachusetts where in eight weeks the state saved $65,000 in maintenance costs and found roadside cleanliness improved over 50 per cent.

Based on research studies of Keep America Beautiful, recommendation concerning state litter-prevention laws was included in the Suggested State Legislation Program for 1956, approved at the September 7-8, 1955 meeting of the Drafting Committee of the Council of State Governments.

In its recommendation the Council points out that the various existing state laws intended to prevent littering show an almost complete lack of uniformity as to scope, procedure and method of enforcement. "Responsibility for enforcement is also quite diverse," the Council continues. "It is reported that only two states—California and Indiana—specifically charge all "peace officers" with enforcement. In most other states the policy is to regard enforcement as the exclusive responsibility of the highway patrol. Under existing laws the penalty for an infraction may run from a minimum of one dollar in Kentucky to a maximum of $1,000 in Georgia. Most states set a maximum but provide no minimum, while some of the laws provide jail sentences in addition to a fine. Many states post their highways with signs warning of the illegality of trash-dumping but such markers vary considerably in size, shape and markings."

As a guide to states wishing to revise or augment their anti-litter statutes, the Council's Drafting Committee recommended for consideration by state bill-drafting units a suggested outline of a statute.

In brief, the outline suggests a statute state-wide in application, generic definition of "litter", fixing responsibility for a violation upon the driver of the motor vehicle involved, fines ranging from $10 to $100, imprisonment ranging from one to thitry days, or a combination of both. It would fix responsibility for enforcement upon all peace officers—local, highway patrols, sheriffs, constables, etc., make possible prosecution where no peace officer witnessed the offense but where a witness is willing to make the initial charge and testify for the state, and would require the agencies having jurisdiction over areas where the law is to be enforced to post signs in sufficient number and so located that the public would have reasonable notice of the operation of the law.

In Los Angeles and San Diego the citizens have reacted to the anti-litter law with more than passing enthusiasm. A student at the University of Southern California called attention of the press to litter caused in the University area by police officers writing out tickets for parking violations and discarding the carbons at the scene. In San Diego police telephone operators noted many calls about policemen dropping carbon paper from their traffic citation books after writing out a ticket. In El Cajon, Calif., a police officer was found guilty of being a litterbug and fined $25, with $15 suspended. The officer had stopped two motorcyclists for speeding, issued tickets, and threw the carbon sheets on the highway. The speedsters thereupon made a citizen's arrest, accusing the officer of littering the highway.

Police Chief A. E. Jansen of San Diego, when the state law became effective last fall, instructed all officers to obey the law and avoid disposal of carbon paper from citation books on the streets. The downtown parking enforcement officers who ride three-wheel motorcycles were provided with receptacles for carbon paper on their vehicles.

In Dearborn, Mich., all police cars carry broom and dust pan to help tidy up the streets.

A traffic officer removes a carton from a litter-strewn Los Angeles, Calif., freeway.

New Roadside Signs For Safety

Travelers in Indiana this year will be alerted to traffic safety needs by a new series of highway accident prevention messages, prepared in cooperation with the Indiana State Police. Principal causes of smashups will be illustrated in color at high-accident frequency locations, according to Superintendent Frank A. Jessup, head of the State Police.

Shown in the picture above are, l. to r., Superintendent Jessup, Captain Paul Beverforden, state police safety director; Albert E. Huber, Indiana Office of Traffic Safety, and Carl M. Russell, president of Meridian Mutual Insurance Company, Indianapolis.

FBI Schedules Conference Series On Automobile Theft For This Year

J. Edgar Hoover, director of the Federal Bureau of Investigation, has announced that the FBI will sponsor a series of more than 100 law enforcement conferences on the automobile theft problem during 1956.

According to Mr. Hoover, the conferences will be held regionally throughout the United States. In addition to law enforcement personnel, representatives of such interested organizations as the National Automobile Theft Bureau and state motor vehicle bureaus have been extended invitations. To encourage maximum participation of those in attendance, the conferences will be conducted on an open forum basis.

In noting that auto theft is one of the broadest criminal problems ever to confront the nation, Mr. Hoover stated, "Recent years have witnessed an average of two car thefts every five minutes. Since the begining of 1951, more than one million vehicles valued at well over one billion dollars have been stolen. The criminals responsible have ranged from thrill-seeking juveniles to hardened gunmen. No one is too young or too old, too 'green' or too experienced, to steal cars."

The FBI also sponsored a series of law enforcement conferences on the auto theft problem in 1952. The 131 conferences held that year were attended by 8,707 persons representing 3,121 agencies.

In 1955, a series of 178 FBI Law Enforcement Conferences on crimes against banking-type institutions was held. Some 8,600 agencies were represented by the 16,909 persons who attended.

Juvenile Officers Institute In Minnesota

Open to all police officers in the United States and its territories, a Juvenile Officers' Institute will be conducted at the University of Minnesota from June 11 to August 17, according to announcement received from Chief William F. Proetz, of St. Paul, Minn.

Under sponsorship of 14 organizations of public officials, including the Minnesota Association of Chiefs of Police and the Minnesota Sheriffs' Association, the Institute will offer a 10-week intensive training program to help law enforcement officers control juvenile delinquency through more effective handling of children and youth who have problems.

While attendance will be limited to 25 students, those from states other than Minnesota are welcome. To qualify for admittance a student must be an active member of a municipal police force, a county sheriff's office or a state highway patrol and have a special interest in working with children and youth. The session will include eight courses—six of 30 hours each and two of 15 hours each. Both field trips and field experience will supplement the instruction.

Officials interested may apply to the Director, Center for Continuation Study, University of Minnesota, Minneapolis 14, Minn., for application form and brochure.

DELAWARE AWARD CEREMONY

The man with the plaque and the big smile is Governor J. Caleb Boggs of Delaware. He's holding the IACP Award for Police Traffic Supervision—the first-place plaque won by the state in the Eastern region for outstanding work in traffic supervision in 1954.

Present at the award ceremony were, left to right: Reynolds du Pont, president of the Delaware Safety Council; Col. Harry S. Shew, superintendent, Delaware State Police; Governor Boggs, and George E. Grotz of the National Safety Council.

MSC Conference In Boston

The 35th consecutive Massachusetts Safety Conference, largest in New England, will be held March 19-20 in Boston, Mass., at the Hotel Statler. The Conference is sponsored by the Safety Councils of Massachusetts and directed by Bruce Campbell, manager, and Bert Harmon, activities director, of the Massachusetts Safety Council, 31 State Street, Boston 9, Mass.

A Memorial Tribute To August Vollmer

By William Cheng, Director
Department of Administration
Provincial Civil Defense HQ
Taipei, Taiwan, China

Mr. August Vollmer, the former chief of police of Berkeley, California and retired professor of the University of California, passed away on November 4, 1955. However, his contribution to the safety and security of the public is believed to be immortal.

Mr. Vollmer, "the father of modern police," had been twice invited to come to this country to render assistance in police reorganization—both before and after World War II. His time was fully occupied and he was unable to accept our invitations. Nevertheless the Chinese police are grateful for his influence—before the War he gave to us the application of scientific police methods, and after victory he imparted to us the spirit of democracy.

While Mr. Vollmer was chief of police in Berkeley and later professor of police administration at the University of California, at the time when his name "Scientific Cop" was well known throughout the United States, in the early 1930's, Messers Yukong Feng, Horine Hsieh and Frank Yee, Chinese students, were studying at the University of California and meantime practicing at the Berkeley Police Department. They received fully his doctrine of "scientific police." Upon their return to China these three Vollmer-trained police reformers instructed at the Chekiang Provincial Police College at Lushan—Generalissimo Chiang Kai-Shek's Summer White House—and reorganized the Lushan police in 1934.

Generalissimo Chiang ordered many reformation measures and vetoed the proposal for rescission of police at the Southeastern Governors Conference. We are assured that these actions were all inspired by the success of the Vollmer-influenced Lushan police reformation.

Since the Lushan police reformation was so successful, General Lunwen Chao, the president of Chekiang Provincial Police College, with whom the three Vollmer-trained police reformers worked, was appointed the concurrent chief of police in Hangchow, the capital of Chekiang Province where the College was located. The three reformers suggested that a planning committee be set up in the Hangchow City Police Department with Mr. Yukang Feng as its chairman.

When Mr. Feng had been promoted to director of the Department of Police Administration, Ministry of Interior Affairs, Mr. Frank Yee was recommended the chief of the first section in the Department of Police Administration with Mr. Feng.

From this point on, we are impressed by the fact that Chief Vollmer was the inspiration to the Chinese police—from education to administration, school to society, and probation to practice. Adoption of Vollmer's patrol system and methods of testing police intelligence prove to be the most scientific and feasible examples. There is no doubt that the doctrines of Chief Vollmer which Mr. Feng adopted and implemented might have had a greater influence on the Chinese police if social prosperity and the financial condition of the government had been more favorable and if the Sino-Japanese war had been prevented.

During World War II General Shih-Tsen Lee, the former dean of the Central Police College, with permission of the concurrent president, Generalissimo Chiang, had sent a number of graduates of the College to the United States for advanced police studies.

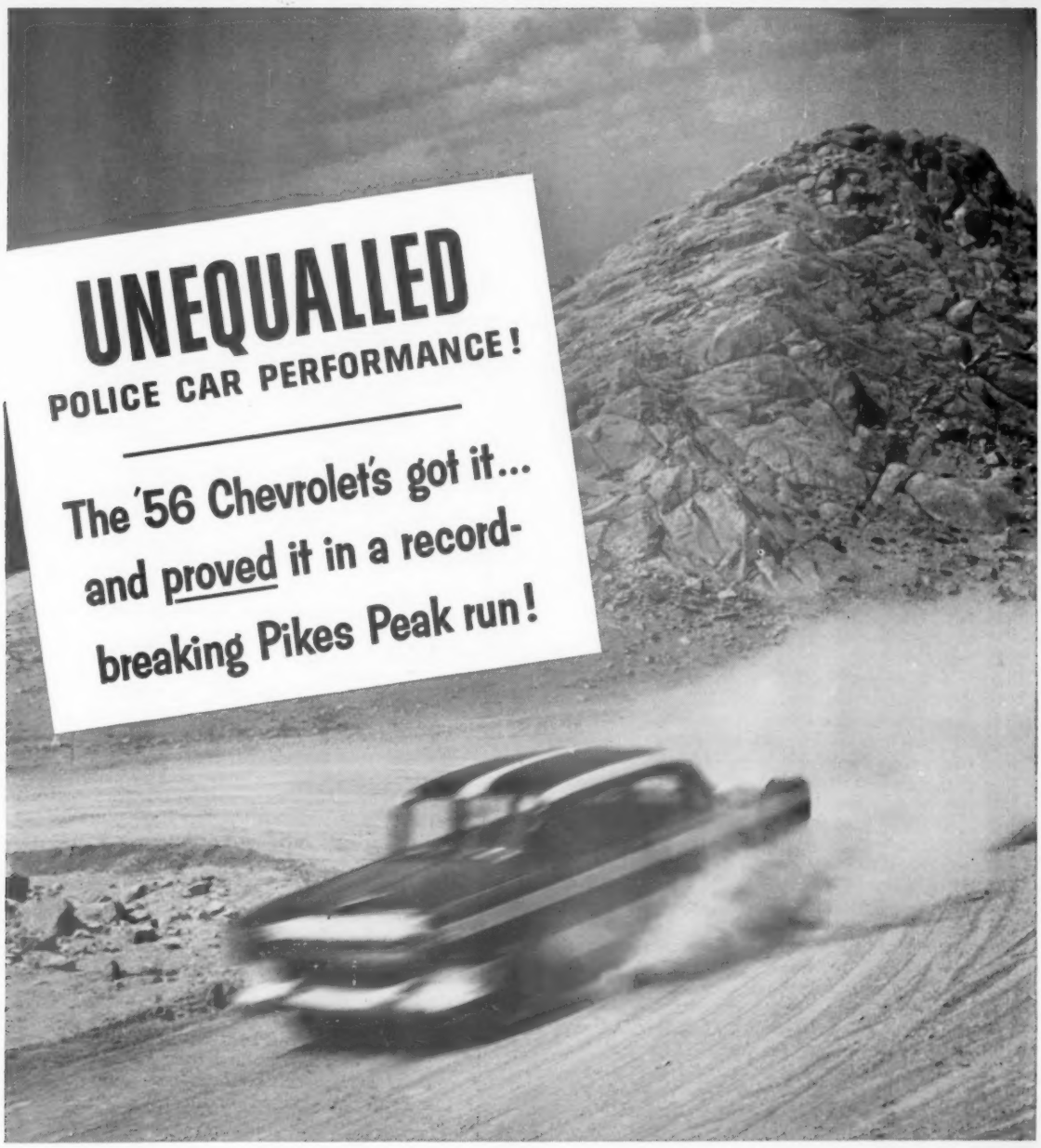
Mr. Kowang Mei was the first to knock at Chief Vollmer's door in Berkeley. Mr. Mei was admitted to take police courses at Pullman State College in Washington through Chief Vollmer's recommendations.

Immediately after V-J Day the author was sent by his government to the United States. Because of the long admiration the author had entertained for Chief Vollmer, he attended the University of California, practiced at the Berkeley Police Department and under a special arrangement was permitted personal tutoring by Chief Vollmer.

Later, almost every Chinese student studying police administration in the United States called on Chief Vollmer, either upon arrival in or prior to departure from San Francisco. Among these students were Professor Edward S. C. Tang of the Taiwan Provincial Law-Commerce College; Councilor C. Y. Chen of the Personnel Ministry, and Inspector Thomas Y. L. Huang of the Taiwan Provincial Civil Defense Headquarters. The latter was fortunate in having been lectured by Chief Vollmer directly.

General Shih-Tsen Lee, Ex-Commissioner Tao I-Shan, Deputy Commissioner Yu-Chin Chen and Chin-Lee Liu of the Taiwan Provincial Police Administration, Deputy Academic Director Shih-Yen Lin of the Taiwan Provincial Police Academy, and the author had all visited Chief Vollmer on the way to participate in the annual conferences of the International Association of Chiefs of Police held in the United States in recent years.

The author is deeply impressed with Chief Vollmer's point of view in the autumn of his life that modern police should be aimed at the maintenance of democratic spirit. Chief Vollmer emphasized the importance of police relationships with the people—that establishment of modern police relies upon the



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William Cheng and Chief August Vollmer at the latter's home in Berkeley, California.

support from the people as well as the supervision and encouragement of public opinion. He devoted his full attention to crime prevention and felt that a prevented crime is more important than the criminal's arrest after commitment. He advocated that legal privileges of the criminal should be protected, while innocent persons should not be involved in any case without reason. From his philosophy of teaching, his policy on law enforcement tends more to education than intervention.

Because of the rebellion of the Chinese Communists the students who had been indoctrinated by Chief Vollmer after World War II had practically no opportunity to put their accepted principles into practice after their return to China.

It may be said at this stage that Chief Vollmer's influence is as yet limited to the theoretical reformation of the Chinese police administration.

Before the War interference with people's freedom was the common practice on the part of the police in the enforcement of laws or government regulations. Since the initiation of the Kao-hsiung Harbour Police Weekly Bulletin, the author has continually appealed that "the public servant of the people" should be the new philosophy of the police, discarding the "ruler of the people."

The author also publicized "The New Policemanship Movement" based on the concept that civility is preferable to impudence, education to intervention, advice to penalty, and service to control. After this article was released the new policemanship movement was initiated by the Taiwan Provincial Police Administration.

Mr. Kowang Mei also wrote a thesis, "Study On The Significance of Modern Police," which clarifies Chief Vollmer's conception of the theory of democracy in law enforcement. The current police writings seem to have entirely changed our out of date police conception. Moreover, in the resumption of the Central Police College, it is emphasized that police education should have as its basic purpose the training of democratic police officers. Thus, again, Chief Vollmer's influence is seen in the second phase, the Chinese police education.

Chief Vollmer's scientific and democratic spirit in the Chinese police reformation will never be neglected.

'T Ain't 23 - Skidoo!

But it is 23 years since the state of Illinois and the city of Chicago has hosted the International Association of Chiefs of Police.

"A distinct honor has been accorded my office," said the Honorable Richard J. Daley, Mayor of Chicago and honorary chairman of the 1956 IACP Conference Committee, "and, in friendship and brotherhood, I wish to extend a warm handclasp from the people of Chicago who join me in welcoming you as our guests when the 63rd Annual Conference of the International Association of Chiefs of Police meets at the Conrad Hilton Hotel."

Co-hosts of the Conference, convening September 9-13, are Chief George A. Otlewis, Chicago Park District Police, and Commissioner Timothy J. O'Connor, Chicago Police Department, who are pleased to present an invitation for all members to be in attendance.

The Chicago Committee has sent each IACP member, over the signature of Chief Otlewis, General Chairman, special greetings and an invitation to attend—but should one go astray, or should you have any question or problem pertaining to the conference or accomodations, please communicate with Chairman Otlewis at the 1956 Conference Committee Headquarters, 425 East 14th Boulevard, Chicago 5, Illinois. Inquiries will receive prompt and personal attention and an immediate reply will be forthcoming.

Hotel reservation cards are being mailed to each member, and it is requested that every effort be made to send reservations early in order that the best accomodations possible are assured.

A full program of business and pleasure has been thoughtfully prepared, which should be expedient and delightful for all. "COPS we are not," comments Chief Otlewis, "but Chiefs on Parade we will be, as the itinerary for the five conference days and nights promises to be full and enjoyable. And let it not be said the flowers behind the gold-trimmed men-in-blue are forgotten, as who could, for a complete program has also been planned for the ladies."

The Dates: September 9-13. *The Place*: Conrad Hilton Hotel, Chicago, Illinois.

SAN FRANCISCO, CALIF.—Veteran Police Inspector Frank J. Ahern was named chief of the San Francisco Police Department, effective February 1, by the Police Commission. He succeeds George Healy who will retire June 1. The Commission made the appointment at this time to avoid burdening Chief Healy with problems attendant upon an extensive reorganization of the department.

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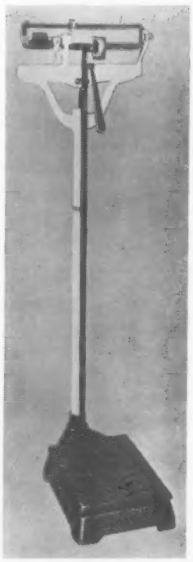

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York Speeds Jobs With Photocopier

A new method of preparing photographic copies of reports and other documents at the York, Pennsylvania, Bureau of Police, using a desk-top machine in the Bureau's office, has helped this department improve its enforcement activities, save time and make available personnel go farther.

Chief Gorman J. Christine estimates the improvement put into effect just a few months ago has cut time in handling copies by at least 50 per cent, and particularly in bogus-check cases has speeded solution.

Where copies of accident reports for attorneys or insurance adjustors are involved, this necessary service has been stepped up so as to save many hours' time for these people.

Chief Christine's Bureau uses this process for four principal copying jobs: accident reports, fraudulent checks, correspondence with other police departments, and copies of internal reports.

Savings of this type are important, Chief Christine believes, because of the considerable growth of his department in recent years. Twenty years ago it had 48 men. Today there are 83 men, with most of this growth in the past eight to ten years, plus thirteen policewomen.

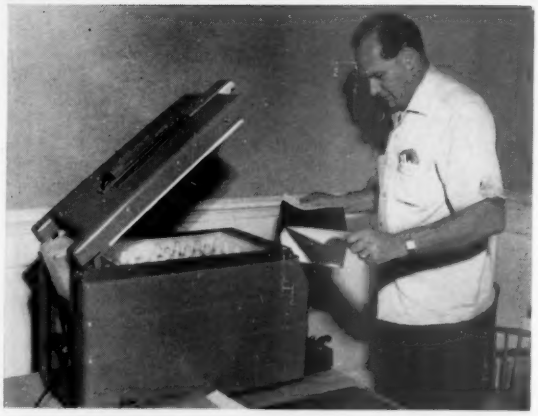
"This is all essential to our job," Chief Christine points out. "For example, since we began using policewomen to patrol school crossings, only one child has been struck—and that was because he refused to obey the policewoman.

"But with expansions of service like this, the problem of reporting and copying grow greater. To avoid having to add clerical personnel in large numbers we had to find methods of cutting down on some of this detail work."

The method selected for the copying job uses a Kodak Verifax Copier, which stands on a table in the Detective Bureau offices and functions in normal lighting to make exact reproductions in about a minute each. The York Bureau first employed a letter-size Verifax machine, which is only slightly larger than a typewriter and was adequate for most of its needs. However, the department preferred to use legal-size paper for most of its reports and when the copying of them was added to the Verifax workload the Bureau changed to a slightly larger version of the machine, which will make copies up to 8½ by 14 inches.

Although one member of the Detective Bureau at York—Detective B. A. Zimmerman, the Juvenile Officer—usually assumes responsibility for operation of the machine, the Verifax is so simple to use that any member of the department can make a good copy on it.

The original document is placed in a light box at the top of the machine in contact with a special Kodak matrix paper for a few seconds—17½ seconds is



Detective B. A. Zimmerman makes copies of bogus checks on a Verifax machine under normal office lighting. The machine produces exact photo-copy in about a minute, additional copies in even less time.

the usual exposure time, according to Detective Zimmerman—and then the matrix is placed in an activator bath at the bottom of the machine for a similar period. After this, the matrix is drawn through rollers with a sheet of bond paper to which the copy image is transferred. Thus, in less than a minute, Zimmerman has a dry photocopy of any document—a copy which would have required at least a couple of hours' time under the department's previous photostat procedure, which, incidentally, was never considered practical for most of the uses to which the department now puts its Verifax machine.

In the case of accident reports, these were never before photocopied. Instead, the attorney or adjustor requesting the information was shown the original report card and permitted to copy any data he wished from it. This required a lot of his time, disrupted operations of the department and, most important, permitted copying errors. Today when a lawyer requests a copy, he is usually on his way out of the station with an exact duplicate of the report in less than five minutes. Or, if he wishes to phone in his request in advance, the copy is waiting for him or his representative when he arrives.

The most direct enforcement application of the Verifax Copier in York is its use in fraudulent-check cases. These are on the increase, Zimmerman points out, because they have the advantage of giving the offender ready cash quickly with a relatively small risk.

At York, as in most police offices, it is likely that the victim of a check forgery will want the check for his own records. Hence a photo-copy must be made for departmental use. Instead of taking as much as two hours to wait for the photostat copies, Detective Zimmerman now makes copies without leaving his office in just a few minutes—and at much lower cost. Each side of the check is copied, the paper is cut down to size, and the two copies are stapled together back-to-back, thus simulating as closely as possible the original form of the check.

If, as in one recent York case, the check-passer moves around quickly, time in making and distributing

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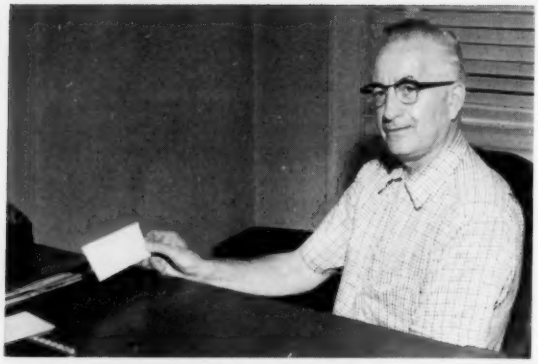


Chief Gorman J. Christine exhibits Verifax copy of a bad check used in tracking down the passer. Since victims usually want to retain the original, Verifax copying, Chief Christine finds, saves much time and cost as compared with former methods of preparing copies.

copies of the checks can be vital. In this case, a checkbook was stolen from a business firm in Buffalo, New York. Shortly a bogus check turned up in a York shoe store. Not long afterward, there was a report on a bad check of the same type in another city. Quick exchange of copies of the checks proved invaluable in apprehending the offender in such an instance.

And, needless to say, this same time element is often crucial in a local situation. In one case recently, Detective Zimmerman recalled, more than $2000 worth of bad checks were passed by two men in a single weekend—by making small purchases, offering larger checks and pocketing the difference in cash. The sooner local detectives can be provided with copies of these checks, the sooner such an "epidemic" can be halted.

In exchange of information between police departments of various cities, York finds the Verifax helpful in many ways in addition to the duplication of fraudulent checks. Copies of letters, reports and so on can be sent to another city—and a report received from some other police department can be quickly copied on the Verifax machine to provide needed information promptly for several different people within the York Bureau.

But it is in the handling of intra-department reports that this process has achieved its greatest time and labor saving at York. There would be something amusing in the picture of an experienced detective hunting-and-pecking at a report in a typewriter and struggling with correction of errors on four or five carbon copies—if it were not too tragic a waste of valuable manpower needed for important investigative work.

"We used to type most of our reports, Detective Zimmerman points out, "and usually had to type four or five separate copies on a mimeographed form. We're not professional typists and couldn't make carbon copies satisfactorily, because we made too many mistakes and it was too much trouble to erase on four or five copies.

"The average policeman is not much of a typist, and we have only a few typists in the department. They are usually kept busy with other duties, so we had to prepare our own reports. Now we type a single copy, and in a few minutes we have all the necessary duplicates."

The York Bureau has about fifteen such reports on a daily basis, for the detective, traffic, uniform, health and juvenile departments. In addition there are many monthly reports, and most of these in both categories are now done by Verifax, saving more than 50 percent of the time formerly spent on the task.

"If we are to combat crime effectively today," Chief Christine says, "we need better and more facilities of every type to make the job easier and make the most effective use of all personnel. This machine is one important aid in that respect."

Eliminating The Moth Menace

All New York City police uniforms from now on will be made of mothproofed uniform cloth, the New York Police Department magazine, *Spring 3100*, reports.

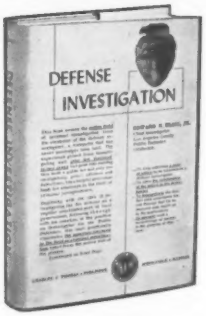
The Police Uniform Committee has recommended modification of the cloth specifications to include provision for mothproofing, and Police Commissioner Stephen A. Kennedy has approved the change. Uniform material henceforth will be protected for the usable life of the fabric against damage by any of the 13 or more species of wool-eating insects. The negligible cost of mothproofing the cloth will be offset by the saving in repair bills and uniform replacements which have resulted from moth damage. The uniforms may also be stored without the use of moth repellents, thus effecting savings for members of the force.

Mothproofing protection is literally "dyed" into the fabrics by the mills. In contrast to older methods, the mothproofing agent cannot be seen, felt or smelled in the finished goods. The durable, mothproofing agent is known as Mitin and has gained recognition in most countries of the world. It has been used extensively in uniform fabrics for the Canadian Department of National Defense, and for the French, Netherlands and Swiss armies. The New York City Police Department is the first governmental department or agency in the United States to use durable mothproofed uniform cloth.

IMSA To Hold Convention In Denver

The 61st Annual Convention of the International Municipal Signal Association will be held in Denver, Colorado, September 17-20. Headquarters will be the Cosmopolitan Hotel, with a number of sessions and social events at the Brown Palace, just across the street from the Cosmopolitan.

The technical program will be conducted on the "panel plan" with chairman or moderators in charge of each division of the program. Subjects to be covered will include municipal fire alarm, police alarm, traffic signals, radio communications, street and other outdoor lighting, wire and cable and other materials, and many others. Leading manufacturers in the field will exhibit equipment.



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By

EDWARD N. BLISS, JR.

Chief Investigator
Los Angeles County Public Defender
California

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Other Books of Current Interest in this Field

Marshall Houts — **FROM EVIDENCE TO PROOF** (to be published in 1956)
William Dienstein — **TECHNICS FOR THE CRIME INVESTIGATOR** (2nd Ptg. '56), 248 pp., Cloth, $6.50

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CRIME IN INDIA—1954

IACP Headquarters has received from the Intelligence Bureau, Ministry of Home Affairs, Government of India, New Delhi, the consolidated annual crime statistics of that country for the year 1954. Director B. N. Mullik of the Bureau released the report last October, explaining that the report, "Crime in India—1953" was the first published, consolidated annual crime report for the entire country. Its reception by the public and press indicated keen interest in understanding the law and order problems of India.

A study of the report, excluding some problems distinctive to each country, is a forceful reminder that law enforcement and its attendant problems are basically the same in all free nations.

Director Mullik reports 70 police officers and constables killed and 1,851 injured in the performance of duty. Under the heading of "Handicaps in Police Work," he comments:

"Last year we enumerated the various handicaps from which the police suffered in their work of prevention and detection of crime. All these handicaps continue to exist and they are worth repeating.

"The number of police is insufficient and, compared to any other advanced country of the world, India has the lowest number of policemen per 100,000 of population.

"There has been a general fall in the standard of police recruits of all ranks.

"There has been no improvement in the methods of investigation because no facilities exist in any rural police station, and even in most of the urban police stations for scientific investigation. Very few states have yet provided themselves with forensic laboratories and very few investigating officers are provided with even the most elementary instruments which are indispensable for scientific investigation.

"Medico-legal examination still continues to be of an extremely poor standard.

"Time lag in the disposal of cases in court continues to be serious. People are extremely reluctant to appear as witnesses in trials.

"The rural chowkidari police is almost non-existent in its effectiveness, and thus the main weapon with which to fight crime in rural areas has disappeared.

"Cooperation from the public in the detection and the investigation of crime is still extremely poor."

To overcome these handicaps, Director Mullik makes many suggestions for improvement. He asks for a reassessment of police strength in all states and increases made in the ranks of civil police, particularly in the rural areas, and not in the armed police. To obtain a better class of recruits, he recommends a careful examination of service conditions and remedial action taken to make the service more attractive.

The Government of India has sanctioned the establishment of a Central Forensic Laboratory at Hyderabad, to be in operation by the end of 1956. The Government has also sanctioned a Central Detective Training School for advanced training of investigating officers.

India has its police-public relations difficulties too. Director Mullik closes his recommendations with this comment: "It is essential to secure public cooperation in the investigation of crime. For this it is necessary to improve public-police relations. Educating the public by exhibitions and film shows on how they can help the police in investigating crime may prove to be useful to some extent."

Crime classifications used in the report are murder, kidnapping, dacoity, robbery, house-breaking, thefts, riots, and miscellaneous. Total cognizable crime for 1954 showed a 7.5 per cent decrease over the previous year. Murder decreased 0.4; dacoity, 3.3; robbery, 9.6; house-breaking, 10.1; and thefts, 12.8. The crime of kidnapping increased 5.9 per cent; riots, 9.9 per cent; and miscellaneous, 0.7 per cent.

Legislative Aims Of N. Y. Chiefs

The New York State Association of Chiefs of Police, in announcing its 56th Annual Conference, to be held at the Mark Twain Hotel in Elmira, N. Y., has released a summary of its proposed 1956 legislative program. Main objectives of proposed legislation are:

An improved auto registration statute, providing for abandonment of the one-plate system and requiring two number plates for every vehicle registered in the state; legislation will also be sought to inaugurate a system of permanent auto registration plates as a further step to increase the efficiency of law enforcement.

Enactment of legislation introduced at the 1955 session of the Legislature authorizing municipalities to pay registration and tuition fees of any of its employees duly authorized to attend a conference or training school, in addition to necessary expenses of travel and meals as now provided.

Legislation establishing a 40-hour work week for all police departments in the state; immediate and realistic increases in police salaries; and revision of retirement legislation to allow police to retire for occupational disease with the same annuity as for accidental disability; and more liberal provisions for lump-sum payment of benefits to dependents of deceased members.

Legislation to provide that in a trial for the violation of any of the provisions of the Vehicle and Traffic Law, proof of ownership of a private passenger vehicle shall be presumptive evidence that the owner was the operator at the time the violation charged was committed.

Amendment to legislation so as to limit the sale of alcoholic beverages to persons under the age of 21, to conform with requirements of neighboring states and thereby eliminating the problem presented by young people coming in to the state to drink. (Present legislation sets the age limit at 18 years.)

Chief Edward J. Curtin, of Watertown, N. Y., is president of the New York Association.

The city of Modesto, Calif., recently established the position of Patrolman II in the police department. This new classification was intended as an incentive for extraordinary competence and application to training and duty as a patrolman.

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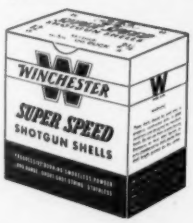

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Surveillance By Wiretap Or Dictograph

Threat Or Protection?
A Police Chief's Opinion

By Chief W. H. Parker
Department of Police
Los Angeles, California

(The *California Law Review*, Vol. 42, No. 5, carried this article by Chief Parker with these comments: "The area of controversy explored by Chief Parker in the following article is one occupying a considerable amount of scope in recent legal publications. Most commentators urge constitutional restraints on using precisely the law enforcement techniques which Chief Parker so stoutly defends . . . In view of this imbalance, the Board of Editors believes the following article to be of particular interest, representing the advocacy of a point of view rarely found in legal literature." Because the question of surveillance by wiretap or other devices has not been resolved, we believe IACP members may have a special interest in Chief Parker's article. It presents concisely the case for surveillance by wiretap or dictograph as a tool for effective law enforcement.—*The Editor.*)

Adequate intelligence of underworld activities is the police administrator's most potent weapon against organized crime. Any combination of patrol and investigation alone will not serve to suppress clever criminal operations—as the shockingly low arrest and conviction rate of known syndicate members vividly attests. Traditional police techniques are not the answer to this problem—organized crime can be reduced and stamped out by the police only when knowledge of its methods, personalities and plans produces conviction hazards so great that operation becomes unprofitable.

Whether we like it or not, we must face up to the distasteful conclusion that today's police service fulfills its task with no greater success than it did a quarter or half-century ago. Inaccurate as our statistical knowledge is, it leaves little doubt that the crime rate has been on the increase for the past several decades. It is estimated that there are six million persons in this country who exist primarily by criminal means—and this figure does not include the casual criminal or occasional offender. J. Edgar Hoover, Director of the Federal Bureau of Investigation, has testified that the annual cost of crime to our nation is greater than *twenty billion* dollars. Crime pays and pays well!

This is obviously not a game in which the police play "cops and robbers" for the amusement of society. This is a case of a lawless criminal army warring against society itself, and the police comprise that part of society which has been given the task of being the first line, and sometimes the only line, of defense.

It is often a dirty business—a very dirty business—because of the warped nature of the criminals with whom the police must often deal. But history has shown and is continuing to show that it is a necessary business, and that the responibility must be placed on someone. The men of the police service are aware of this responsibility, and in choosing their profession voluntarily assume it. They can discharge that responsibility only to the extent that society supports them. If society chooses, for reasons of its own, to handicap itself so severely that it cannot or will not deal effectively with the criminal army, it is doubtful that free society as we now enjoy it will continue; for either crime will increase until there is no internal security worthy of the name, or the police force will be so expanded that the crushing financial and moral burden of a police state will be here whether we like it or not.

I do not propose that the answer to this dilemma is to give the police a free hand. No responsible police official that I know takes such a stand. However, until society finds a more effective way of controlling criminals than by the use of a police force society *should* control police activity by holding the police strictly accountable for the proper exercise of their power, but *should not* tie their hands to the extent that their effectiveness is critically impaired.

There are people who, well knowing that the modern criminal has availed himself of every modern technical advancement, would nevertheless restrict the police to the methods available at the time of the lantern and the "hue and cry." These people are obviously ignorant of the first rule of warfare, which is "Know Your Enemy," applying as well to domestic as to foreign enemies.

The threat that there will develop in our society an all-powerful police of potentially greater danger than the criminal army is, in my opinion, so remote as to be negligible. The police have no source of revenue of their own; they must justify their existence and their operations each year to representatives of the people who provide the funds for police operations, fix the number of employees who can be hired, designate their salaries, and, in general, prescribe the condition of their employment. As long as the police must come before the people and the people's representatives, and justify their past activities as a basis for asking financial support for their next year's operations, I foresee no danger that police activity will be an instrument of tyranny. The people would not stand for it; the city government would not stand for it; the press would not stand for it; and the police themselves, since they are citizens first and policemen second, would not stand for it.

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It is my opinion that if crime continues to increase for the next fifteen years at the rate it has grown in the past decade, the internal security of this country will be gravely threatened.

The solutions for these problems are not the responsibility of the police alone. Criminal activity often has its origin in unfortunate social conditions, in subnormal mental or physical health, or in society's failure, in the home, the school, the church and other agencies, to inculcate in child and adult alike a proper respect for the law and the necessary self-discipline and other desirable traits of a well-adjusted and mature personality. Again, society as a whole, through its governmental agencies, has responsibilities not primarily assigned to the police; the administration of criminal law, and the conviction, treatment and rehabilitation of criminals.

The fact remains that society must deal not only with crimes which are being committed today, but those which are planned and proposed for tomorrow. It has assigned the police a grossly unbalanced share of the task of prevention *plus* the whole task of detection, apprehension, and the securing and preparing of evidence for presentation to the courts.

The task of the police does not cover the entire field of crime prevention because the police are not assigned the tasks of quardianship, child rearing, education, religious instruction, correction of mental or physical illness and social maladjustments, or otherwise dealing with the root causes of crime. The fundamental role of the police service is not crime prevention *per se*. Rather, policemen consider themselves as a "containing element"—a thin line of blue which stands between the law-abiding members of society and the criminals who prey upon them. The function of the police insolar as prevention is concerned lies in two general fields: (1) the prevention of criminal acts by actual or potential physical intervention, and (2) performance so effective that the fear of apprehension, conviction and punishment tends to prevent criminal actions; in other words, crime repression.

The first of these is accomplished through such police procedures as uniformed and plainclothes patrol on foot and by vehicle, and by the maintenance of such organization and communications as to place men at a scene of planned disorder or other crime within the shortest possible time. Crime repression is accomplished through educating criminals to fear not only the policeman in plain view or on patrol in the area, but also the policeman who may be keeping them under surveillance without their knowledge. This involves not only observation by the police themselves, but observation by responsible citizens and informants. An important part of such crime repression *can* be accomplished through intelligent surveillance by means of two techniques: one, the use of electronic amplifying devices—commonly called "dictographs," and the other by "wiretaps."

Before proceeding further, I feel it mandatory that I declare myself on the matter of civil rights. I believe that we cannot pass lightly over those inalienable rights of idividuals which are the greatest possessions of a free people. I do not believe that the police service can afford either to ignore or to trample upon these priceless possessions of a free people, and I believe that history will indicate that every police organization which has assumed a tyrannical attitude has been doomed to oblivion. We still suffer today from the abuse of power by those who preceded us in the police profession. I believe that to avoid these fatal errors we must know and recognize the legal rights of individuals and be fully cognizant of when the law permits us to invade personal liberty.

The American people are noted for their sense of fair play. In various types of contests, rules are carefully laid out in advance and adherence required by impartial officials. In contradistinction to this noble characteristic of the American people, the police are expected to enter a contest against criminal elements in which the rules governing the actions of the police are indistinct, ill- defined, vague and uncertain, and in which their adversaries recognize no rules whatsoever.

Illustrative of this is a decision handed down on February 8, 1954, by the Supreme Court of the United States in the case of Irvine v. California. (347 U. S. 128, 1954) As a lawyer, I am fully cognizant of the obedient recognition that must be given to the decision of our courts. As a police officer, I am aware of the absolute necessity for the recognition of the civil rights of individuals. But many of us in the law enforcement field are disturbed and confused by the decision in the *Irvine* case, and this confusion results more from what the court failed to state than its specific pronouncement.

This is not intended to be a criticism of the Supreme Court, and I touch upon this subject only to illustrate the plight of the police. Since the advent of appropriate electronic devices, the police of this state have utilized such devices to gather information and evidence concerning criminal activities. In 1941, the Legislature of the State of California recognized this practice by adopting Section 653 (h) of the Penal Code which in substance prohibits any person *other than police* from installing dictographs on premises without consent of the owner, lessee or occupant. It further provides that such installations are permissible when expressly authorized by the head of the peace officer agency or by a district attorney. This is not to be confused with wiretapping, as Section 640 of the Penal Code of the State of California prohibits wiretapping without exception.

Three years ago the District Attorneys' and Peace Officers' Associations of California sponsored a bill in the State Legislature to permit law enforcement agencies to intercept telegraphic and telephonic communications when authorized to do so by court order based upon an affidavit setting forth probable cause. The proposed legislation was similar to a law now in effect in the State of New York . . . .

Our purpose in asking for such legislation was not stimulated by idle curiosity or inquisitiveness. It was merely an attempt to restore some semblance of balance between individual freedoms and the welfare of society as a whole. I believe then, and I believe now, that it was never intended by our founding fathers that the criminal cartels of our nation should be given a privileged sanctuary within the vast telegraphic and telephonic communications network of the United States within which to plan and transact their illegal activities with impunity. Even though the police of

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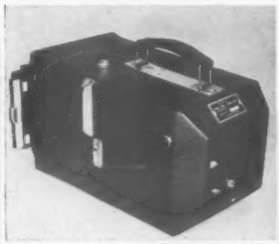

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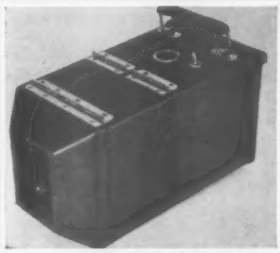

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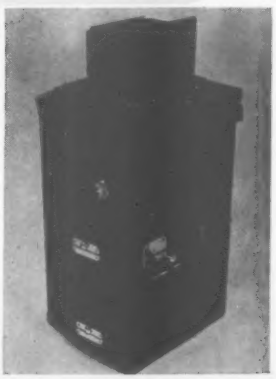

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this state are precluded from intercepting telephonic conversations that might lead to the knowledge of the whereabouts of a kidnapped child and his subsequent rescue, our petition fell upon deaf ears.

In the *Irvine* case, the court specifically found that wiretapping was not involved, and limited its deliberations to the installation of a dictograph in the home of Irvine without his knowledge or consent for the purpose of obtaining evidence concerning alleged bookmaking activities. (*Irvine v. California*, 347 U. S. 128, 129, 1954) As a result of the evidence obtained, Irvine was prosecuted and convicted in the California courts and sentenced to eighteen months in prison. The United States Supreme Court sustained the conviction in a five to four decision and in connection therewith, the majority opinion of the Court reads in part as follows:

"The chief burden of administering criminal justice rests upon state courts.

"To impose upon them the hazard of federal reversal for noncompliance with standards as to which this Court and its members have been so inconstant and inconsistent would not be justified . . . "

It is certainly true that the chief burden of administering criminal justice rests upon state courts. If we project this principle upon local law enforcement agencies we find, with but rare exception, that the state's machinery of criminal justice is an inert and lifeless thing until put into motion by the police.

Collateral to the disposition of the appeal in *Irvine*, the clerk of the court was instructed to refer the matter to the Attorney General of the United States for investigation to determine whether or not the police officers involved were in violation of the Civil Rights Act. This section makes it a crime for any person under color of any law or custom to deprive any inhabitant of any state of any rights, privileges, or immunities secured or protected by the Constitution or laws of the United States.

The Court pointed out that in 1949, for the first time, it ruled that the basic search and seizure prohibitions of the Fourth Amendment were applicable to the states under the Fourteenth Amendment, and thus suggested that a violation of the Civil Rights Act may be involved in the *Irvine* case. Since the Court made no reference to Section 653 (h) of the Penal Code of the State of California, the broad language contained in the majority opinon and the dissenting opinions is such that no clear course of procedure is spelled out for the local police to follow in searching for and seizing evidence. It is not even clear that obtaining a search warrant would alter the Court's opinion as far as the activities of the police officers were concerned.

The utilization of dictographic equipment has solved countless serious crimes and led to the apprehension of many dangerous criminals who would otherwise have gone unpunished. A reputed overlord of crime in the Los Angeles area is now serving a term in a federal prison as a result of a prosecution in which information obtained through the use of dictographic equipment contributed materially. Two reputed members of the Mafia, who escaped federal prosecution for narcotic violations when a key witness against them was found murdered, were convicted of crimes in the courts of this state based upon evidence obtained through a dictograph installation. One such installation alone aided the Los Angeles Police Department in solving forty-three serious felonies.

It cannot justly be said that the police are lazy because they avail themselves of scientific devices. Rarely will be found another occupation where men labor more unstintingly far beyond the hours of normal duty with no hope of additional financial reward. The bravery of the police cannot be questioned as they daily risk their lives in the apprehension of vicious criminals. Certainly, society cannot expect the police to risk criminal prosecution when their only sin is the valid enforcement of the law as they have been led to understand the law. The rules must be more clearly defined if the police are not to be driven into inaction for fear of unanticipated consequences.

The real danger to society is in organized activity by groups, mobs and gangs of professional criminals. Effective police action supported by appropriate statutes and wise functioning of the courts and penal authorities can largely curtail the profits of crime, thus materially reducing the activities of the professional criminal. It is my considered opinion that society must take effective action if it is to protect its very existence. In so doing, society must realistically recognize certain facts concerning professional criminals. These men are extensively organized and their activities in various fields are controlled by a relative few who do not, themselves, often appear on the scene.

The professional criminal is clever and resourceful, quick to take advantage of every invention or technique that can be adapted to criminal purposes; he knows the law, and he knows the ways in which it can be distorted to provide loopholes for his escape from detection and conviction. Some are highty skillful in disguising their operations as legitimate business enterprises, and are extremely resourceful in concealing their operations from ordinary observation by law-abiding citizens and neighborhood patrolmen.

I wish again to emphasize that the most dangerous criminals are professionals—people who refuse to work productively or legitimately, people who sneer at those who do and refer to them as "suckers" and "chumps." These people are most often organized according to their particular rackets or types of activity. Thieves and burglars are organized with one another and with "fences"— people who make a business of buying and selling stolen property. Robbers, safecrackers and other strong-arm men are organized with each other, and, in turn, often with fences. People who are in one or another of the vice rackets—prostitution, gambling, narcotics and the like—are organized among themselves, and thus it is with almost every type of crime against person or property. Above the "little men" in each of these rackets are the "big men," who often do not physically participate, but who control the activities of the men below them, arrange for their bail, and for their representation in court, and who see to it that a substantial part of the proceeds is delivered to them.

Crime by its very nature is largely a thing which is carried on in the dark, behind closed doors or out of sight or hearing. Society has determined, for example, that it will not tolerate prostitution, not only for its

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deleterious effect on the morals of the community and its threat to the public health through the spread of venereal disease, but also because experience has shown that prostitution engenders pandering, procuring, thefts, strong-arm robberies, assaults and many other such crimes. Consequently, the laws of the state and the ordinances of the city are directed toward the suppression not only of organized, but of occasional prostitution.

It is impossible, however, to detect prostitution and to obtain evidence which will support prosecutions and convictions by ordinary patrol work. The crime goes on behind locked doors. Watches are kept. Only patrons are admitted. Sometimes even they are required to have introductions or be identified. A prostitute does not solicit uniformed policemen nor admit them to her chamber. Patrons do not complain, nor are they willing to testify. The prostitute is an outlaw; arrests or police records mean nothing to her as such. She will not testify against her confederates nor against her employers. She is part of one branch of organized professional criminality. There are other types equally as organized, equally as insidious, equally as secretive.

When these organized mobs are operating with their accustomed secrecy, there is no technique known to police science by which their criminal activities can with certainty be detected and the criminals brought to account. One of the most effective techniques ever devised for such work—wire tapping—is barred under federal and state law.

When wire tapping cannot be carried on, the most effective method of suppressing crime and ferreting out criminal activities is to keep the men known to be engaged in these activities under constant and close surveillance. This is not only more costly than any police department can afford, but in the vast majority of cases it is impossible. The most effective substitutes for constant and close surveillance are to have an undercover agent inside the organization, which is extremely difficult to achieve and very hazardous, or to have some means of overhearing what is said, whether by listening at transoms, outside windows, down a ventilator shaft or by dictograph.

It is my opinion that if the police were deprived of the power to use dictographs, or if the police were restricted in the use of dictographs to such an extent that the element of secrecy would be destroyed, the ability of the police to detect crimes of the sort referred to as "organized crime" would be greatly destroyed, and the power of the police to cope with many of the crimes which are committed only in secret would be substantially eliminated.

The use of dictographic equipment should not in any way be interpreted as a labor saving device to free policemen from more arduous tasks. The monitoring of an installation requires endless hours of the most tedious concentration and confining toil, sometimes under conditions of great discomfort. But experience has shown that it is work that must be done if crime is to be controlled. There is no available substitute for it. Elimination of the use of dictographs would doubtless be a welcome respite to the men who are assigned to that kind of work; but any elimination would provide organized crime a sanctuary in the very midst of society which the forces of law and order could not penetrate. Wittingly or unwittingly, those who would deprive society of this means of containing the criminal element are, in effect, giving aid and comfort to their enemy. The question has been raised: is the installation of a dictograph an illegal act?

It would seem that common sense, reasoned thought and impartial evaluation yields but one answer to the question. The common good and public interest posits the subordination of the individual to the community. Thus, rights to life, liberty, or the pursuit of happiness are not *absolute rights;* if they were so construed, the electric chair, the state prison, the Office of Price Administration would be of necessity precluded as instruments of government.

So, too, with the guaranties offered under the Fourth Amendment, guaranties against unwarranted searches and seizures. Wise men, indeed, placed the word "unreasonable" in that provision. Those who would deprive law enforcement of its vitality seem to regard the guaranties of the Fourth Amendment as *absolute* guaranties against any and all searches and seizures. How could the police service operate under that construction of the law? Could police enter on private property without first obtaining the consent of owners? Could prowler complaints be investigated? Complaints about strange activity? Complaints that a house is suspiciously quiet? Reports that someone has not been seen for a suspicious length of time? Reports concerning neglected children who have been left alone? Searches, where a fugitive is known to be in the area? Searches, where car resembling a reportedly stolen car is seen from the street? Rescue from burning buildings? From gas-filled bedrooms? Major disturbances on private property? Obviously, many operations of the police service require *reasonable* searches or seizures which otherwise would be trespasses.

Objection is made that the above cited cases are all discriminate, but that dictograph techniques eavesdrop on the innocent as well as the suspect, and that such techniques smack of the general warrant, and cannot be selective in nature. Also, it is contended that the use of the dictograph implies unbridled arbitrary discretion on the part of police officers, their use of expedient principles to justify their actions and their indiscriminate application of law. Yet, the one who makes that objection sees no unreasonable action when he is a passenger in a vehicle and the driver of that vehicle is stopped by a traffic officer. His liberty is curtailed; he is surely discommoded—and yet he is an innocent party who does not question the action. Does not the analogy hold? Can we ask our traffic officers to overlook all vehicles which carry passengers lest some passenger's constitutional guaranties be violated? Obviously, in the general interest, the actions of the traffic officers are deemed *reasonable,* in respect to both driver and passenger. Is modern traffic enforcement deemed a police state method? Does the passenger regard police traffic activity as an insidious kind of intrusion upon his personal liberty? Do we brand that traffic officer with the stigma of *unbridled arbitrary discretion?* With use of *expedient* principles? *Indiscriminate application of law?*

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We might find objectors who say, "But this ignores the sanctity of the home." I believe, as do my colleagues in the law enforcement profession, that the privacy and the sanctity of the home ought to be constitutionally protected; that the protection of individual rights is paramount to governmental expediency; and that secret search by way of general warrant is an unjustifiable infringement upon the rights of a free people.

American citizens *may* have their privacy violated by impatient, over-zealous and opportunistic officials just as millions of people are faced with arguments of "state necessity" in other parts of the world which have a totalitarian regime. We do not argue a "fight fire with fire" philosophy—because such a premise *could* reduce the Bill of Rights to a heap of ashes! History shows that bad police methods breed disrespect for law, shake the confidence of law-abiding citizens in the administration of justice and weaken the national morale. Police tyranny is no substitute for police protection—nor is an exaggerated conception of individual rights!

In a consideration of the morality of wiretap and dictograph we may apply the principle of ethics entitled "The Law of Double Effect." This law posits that when an action produces two effects, one good, and one bad, as long as the good effect is intended, and as long as the means are morally good or morally neutral, *the act may be morally justified.* Thus when this nation was faced with the ethics of warfare in the use of the atom bomb, it was obviously morally justified according to this principle.

So, too, when the traffic officer arrests the driver: the good effect *only* is intended; the bad effect (deprivation of the personal liberty of the passengers) is not intended. Hence, this activity is morally justifiable. In the case of the wiretap or dictograph the identical rationale *may* be applicable.

We would not attempt to justify a wiretap or dictograph if the ends sought were extortion, blackmail or like evil. If these techniques are used they must, of necessity, be rigidly controlled. But if the end is the protection of the commonweal, then the evil effect (eavesdropping upon the conversations of the innocent) is not intended, and the action *may* be morally justified.

It is up to the legislatures and judiciary of this nation carefully to spell out the authority and powers and procedures to be followed by the investigatory agencies in their enforcement of the laws of this land, if there is doubt as to the constitutionality or morality of a particular process or technique. Until this is done, it would seem that the *test of reasonableness* would be adequate as a criterion to guide the law enforcement administrator. We are not arguing that the end justifies the means; on the contrary, we argue that the means are neutral—as is any mechanical technique, and that the use of these means is justified by moral as well as by statute law. Behind all statute laws stands moral law. If an action is morally defensible, then, too, it is legally defensible. It is my opinion that the use of the wiretap and dictograph do *not* violate a moral precept, and that, therefore, the statute law should echo this viewpoint.

Far from being a *threat* to our freedoms, the use of modern technological devices by the police service may well be its most powerful weapon in combatting our internal enemies, and a vital necessity in the *protection* of our nation's security, harmony and internal well-being.

Illegal Wiretap Subject Of Special Investigation By New York State

Governor Harriman, members of a joint legislative committee and State department officials have all expressed concern about illicit wire-tapping activities of private detectives, according to *Police Bureau News,* bulletin of the State Division of Safety.

Governor Harriman, saying that he was determined to put an end to unlawful and immoral investigating tactics, directed New York State Police to assist in a statewide investigation of electronic eaves-dropping devices.

Secretary of State Carmine DeSapio had earlier ordered an investigation of private detectives licensed by the state. Questionnaires, he said, would be sent to all private detectives and they would be required to submit lists of their employees and a full inventory of any wiretapping equipment they may possess, explaining its past and contemplated use. Over 590 private detectives will receive the questionnaires; of these, approximately 60 to 70 per cent are located in New York City.

At the same time Assemblyman Anthony P. Savarese, Jr., and other members of the legislative committee on the study of illegal interception of communications have been holding hearings in New York City. It is apparent, Assemblyman Savarese said, that there has been extensive wiretapping by private detectives under the umbrage of the Applebaum decision.

In the Applebaum case the courts decided that an individual had a right to tap his own telephone. However, the term "subscriber" was not clearly defined. Private operatives have used the decision as authority for tapping the telephone of their employer.

Legislation to supplement existing regulations is being prepared for introduction at the 1956 legislative session.

Supt. Kaieda Of Japan Visits PMGC During Tour Of Major U. S. Cities

During his tour of the United States, Mr. Tsurozo Kaieda, Senior Police Superintendent from Kanagawa-Ken, Japan, found the Provost Marshal General Center, Camp Gordon, Georgia, of special interest because of his frequent work with the Military Police Corps in Japan.

In charge of Security, and Vice-Chief of his prefecture near Tokyo, Mr. Kaieda has monthly meetings with each of the four United States Army Provost Marshals located in his state, and frequently coordinates police activities between the Military Police and Japanese civilian authorities.

"The chief difference between police departments in the United States and those in Japan is that local police activities in Japan are coordinated on a national level," Mr. Kaieda explains. "In the United States police departments fall under local authorities and

Colonel Thomas F. Lancer, left, Commanding Officer, the Provost Marshal General Center, Camp Gordon, Ga., an active member of IACP, greets Mr. Tsurozo Kaieda, center, Police Superintendent from Kanagawa, Japan. Captain Shigeshi Madokoro, right, Instructor at PMGS, acted as translator and escort.

each police department may have a different method of procedure and administration. In Japan, all police activities are uniform."

In his police district Mr. Kaieda has more Army depots than any other district in Japan. A great deal of the police activities in that area involve Communist inspired riots and disorders, and the Provost Marshal and the Japanese cooperate in suppressing them if United States Government property is involved.

In Japan, police work is controlled by the National Police. The chief of every local police headquarters and his immediate staff are federal employees of the National Police Agency, the central police agency in Japan. Other members of the police department are employees of the state or district.

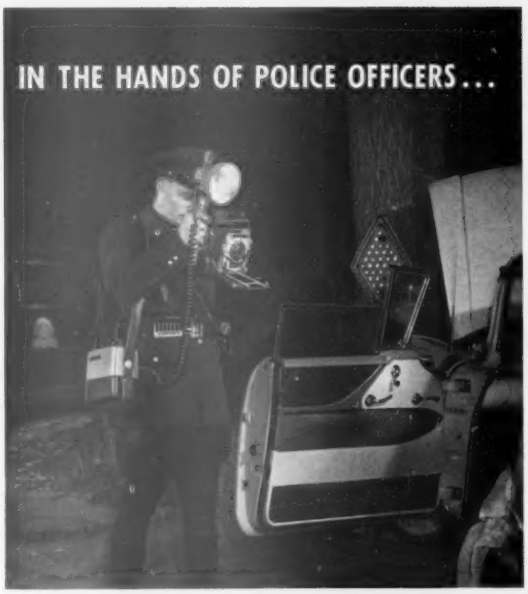
College Course For D. C. Police

Washington, D. C., area police will have an opportunity to earn a certificate in Police Administration at the American University under a new program sponsored by Chief Robert V. Murray of the Metropolitan Police Department and the Policemen's Association.

Police who sign up for the program will attend a class once a week, and will continue for three years to complete the requirements for the certificate. The American University will conduct the instruction at the Police Center of the District of Columbia.

The thirty credit hours earned in the certificate program will be applicable to those officers who want to continue studies toward the newly established B. S. degree in Police Administration at the University.

Police will pay their own way and go to school on their own time. The program is divided into two sections, the first in which basic courses in general psychology, English, American government and sociology are required; and the second in which specialized courses in police investigation, public speaking, police administration, police law and evidence, American government, introduction to public administration and Constitution of the United States will be offered.



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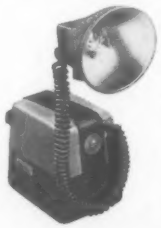

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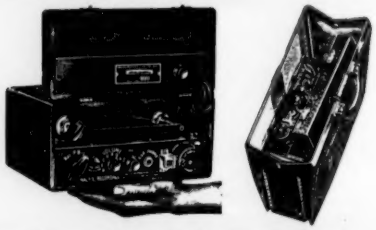

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Texas Law Enforcement Foundation

Chartered in July, 1955, the Texas Law Enforcement Foundation is now functioning and realistically approaching the problem of activating its principle objective: Enlisting the aid of good citizens in support of good law enforcement.

The Foundation was first conceived in 1953 at the Third Annual Attorney General's Conference on Law Enforcement in Austin. Those attending requested the Attorney General to issue a law enforcement bulletin to keep officials in that field informed of recent court decision and other material assisting in the administration of criminal justice.

In November, 1954 Attorney General Ben Shepperd announced the appointment of a Citizens' Advisory Committee on Law Enforcement to make constructive suggestions of possible methods for improvement of law enforcement in Texas. The five-member committee voted to charter a non-profit educational Foundation to receive contributions and establish a program to assist enforcement officials in the state. Chartering of the Foundation was accomplished the following year, with the announced purpose of enlisting the aid of Texas citizens in support of good law enforcement.

In developing its program, the Foundation directors adhered to three fundamental principles:

1. The selection of a directorate intensely interested in law enforcement that would have the respect of both the public and law enforcement officials.

2. Frequent consultation with representatives of all law enforcement agencies in the state to insure that only the most vital and helpful projects were selected.

3. Confinement of the program to the field of *public* education, rather than any attempt to criticize or direct law enforcement efforts.

The directors formed an Advisory Council, comprised of the presidents of the 15 statewide peace officer associations and named Colonel Homer Garrison, director of the Texas Department of Public Safety, as its chairman.

Objectives of the Foundation, in addition to the publication of a monthly information bulletin for all law enforcement officials and interested citizens, are:

To begin an immediate study of salary and other personnel problems of Texas law enforcement officials with the view of assisting in the correction of inequities and the payment of compensation in line with training, knowledge and the constant personal risks involved.

To call public attention to the great cost of crime in terms of wasted lives, violent deaths, human indignities and property loss and the great saving that could be effected through crime prevention and better enforcement.

To encourage the allotment of local funds, where legally possible, for officer participation in all training schools conducted by law enforcement agencies.

To cooperate with existing courses in Texas colleges and universities on peace officer and prosecutor training by supplying guest lecturers and other needed assistance.

To encourage the establishment of a full four-year college course in criminology in some Texas university and to provide scholarships and other assistance to selected students.

To sponsor annual awards to outstanding law enforcement officials and individual citizens on a statewide and local basis.

To work for the establishment of a complete library on criminology to be available to every police department, sheriff's office and prosecutor, a historical library on criminology and the wider use of criminology materials in high school libraries to encourage high school students to enter the law enforcement profession.

To operate and maintain a Crimemobile, fitted out with the latest criminal detection devices and equipment to counteract popular appeal of desperadoes. (Itinerary of this vehicle would be by invitation of school, scouting or other officials, including local police; certificates would be issued showing that children have inspected the Crimemobile, have been fingerprinted, etc.

To cooperate with all branches of Civil Defense.

The December issue of Argosy magazine contained an article on the formation and purpose of the Foundation, written by Attorney-Novelist Erle Stanley Gardner, special advisor to the Foundation, commended the foundation highly and predicted that its success will prompt branches in other states.

Training Program In San Antonio Includes Tours Of City Departments

Believing that "a picture is worth a thousand words," the San Antonio, Texas, Police Department includes in its police in-service training program a special session of four hours, devoted to a tour of some 40 offices within the City Hall.

Approximately 10 or 12 officers are scheduled for each tour, which starts with a 30-minute briefing in the Council Chamber. The city's 14 major departments, the various Boards and Committees, their breakdown by divisions and their functions, as well as their relationship to the city manager, the City Council and the public, are explained by use of a master organization chart. The next two and half hours are spent touring the city offices, and the last hour is devoted to a short summary of the more pertinent municipal activities and a question-and-answer session.

In each office the head of the department or division explains his duties and the ways in which police officers can cooperate with and assist them. For example, they are told they may render a valuable service by watching for "bootleg" construction work being done after normal working hours and on week-ends without a building permit. In each instance the officers meet personally and talk with the department heads and key employees who handle reports transmitted by the police department.

Every officer, from the chief to the newest patrolman, takes his turn in attending these in-service sessions. Eventually all city departments will be included in the training "tour."

"We are highly gratified with the results being accomplished by this program," writes City Manager Steve Matthews, "and feel that its success here will be of interest to other municipal officials."

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NEW HEADQUARTERS IN LANCASTER

Lancaster, Pa., citizens gather before their new Public Safety Building to hear Dr. Richard Gerstell, Pennsylvania State Director for Civil Defense, dedicate the building to public service. The ceremonies featured cutting of five colored ribbons by officials of the organizations which are housed in the building.

Last November the Bureau of Police, Lancaster, Pennsylvania, under command of Commissioner Fred G. McCartney, played host to more than 4,000 Lancaster citizens—all eager for their first glimpse of the town's new and completely modern headquarters for law enforcement.

Police headquarters, formerly located on an obscure side street in an antiquated building originally erected in 1874 to house a 19-man force, transferred to its new location November 3, 1955. Today the department has a strength of 94.

The new brick structure of contemporary styling is a mark of distinction to residents and visitors in this Red Rose City located deep in the heart of the Pennsylvania Dutch country.

The new building houses the Commissioner of Police, his staff officers, the Detective Bureau, Women's Division, Juvenile Division, the Traffic Bureau, the office of the City Traffic Engineer, and facilities for the patrolmen.

There is a central records room, which includes complete dark room facilities for the official police photographer, and separate rooms for mugging and printing. Adjoining is the Police Court room, which is in constant daily use yet large enough to be converted into classrooms for special training programs and in-service schools. The spacious assembly room includes sergeant's quarters and special rest rooms complete with shower baths for police usage.

Conveniently situated and adjoining the platoon lieutenant's office are the communications and ordnance rooms, where ample space is provided for storage of the department's arsenal and emergency equipment.

Perhaps the most radical change of all can be found in the completely modern cell block. There are two five-cell tiers, with individual plumbing for each cell, wall lights and metal beds. Close to the Juvenile and Women's Division are tiled detention rooms, so located for expediency in isolating many of these offenders from the hardened criminal.

Adjacent to the main cell block is the police garage, easily accessible as the occasion demands.

This efficiently planned structure, known as the Public Safety Building, is also main headquarters for the local office of Civil Defense. According to dedication speaker, Dr. Richard Gerstell, Pennsylvania State Director of Civil Defense, it is "the first police headquarters anywhere in the country to specifically include CD headquarters in its original design plans."

On still another level of the building is located the city's fire department central switchboard.

Hon. Kendig C. Bare, Mayor of Lancaster, officiated at the ceremonies dedicating the building "to serve God in justice, mercy, purity and truth."

Each year since 1950 the Lancaster Kiwanis Club sets aside a day to be known as Police Appreciation Day. The day is marked by a luncheon in honor of the police department and the presentation of various awards and trophies. On November 30—the 1955 Police Appreciation Day—Patrolman J. Frank Greenwalt received the annual Hamilton Award for meritorious and outstanding police work during the year. He was selected for the 15th annual award by a committee of police captains, lieutenants and the Police Commissioner.

Indiana State Police Has Busy Year

Stepped-up highway patrol by Indiana State Police last year netted 124,520 traffic violators who paid out more than $2,000,000 in fines and court costs, Supt. Frank A. Jessup has announced.

It represented a 133 per cent increase over the 53,435 arrests by troopers in 1952 and was 29 per cent above the 96,229 arrests in 1954.

Convinced that steady enforcement pressure is the main accident prevention tool, Colonel Jessup asserted "troopers are continuing the search for dangerous drivers on a 365-day basis." No warnings will be issued when "moving" infractions are observed, he said.

The 1955 State Police enforcement report showed:

1. Troopers made 101,040 "moving" arrests (improper passing and turning, speeding, failure to signal, following too closely, etc.), or 38 per cent over 1954 and four times higher than 1952. The remaining apprehensions were for equipment infractions.

2. Speeding arrests included 10,209 trucks, or 103 per cent more than the 5,018 total in 1954 and nearly 10 times greater than the speeding truck arrests in 1952.

3. Excluding the 6 per cent cases still pending, motorists found guilty on traffic counts paid $478,622.88 in fines and $1,537,965.30 in costs for a year's total of $2,016,588.18. It was $365,629.39 over 1954.

4. Troopers patrolled 19,807,882 miles, as compared with traffic patrol mileage of 17,328,799 in 1954 and 13,411,232 in 1952.

Nebraska Safety Patrol Grows

The officer-candidates shown in this picture recently completed five weeks of training in the Nebraska Safety Patrol School at Ashland, Neb. Thirty-four of these men were assigned to duty in October, and the remaining officer-candidates will be used to fill future vacancies. The addition of the 34 new men brought the personnel strength of the Patrol to 161.

The four officers pictured in the front center are, left to right, Capt. O. H. Witt, director of training; Capt. D. R. Shearer, Col. C. J. Sanders, superintendent, and Capt. H. D. Robinson.

Nation-Wide Tribute To Law Enforcement

The Special Agents Association of Chicago, in cooperation with *Prairie Farmer-WLS*, paid tribute to all enforcement officers in a special program broadcast during the second show of the WLS National Barn Dance Saturday evening, January 14.

The tribute read as follows:

"Prairie Farmer-WLS pays tribute today to a group of men who have served their fellowmen and their country with great distinction. Because of them, we live and work in comparative safety, and our rights as citizens are respected wherever we may go.

"These men are the law officers, investigators and special agents who serve as defenders of law and order, personal liberties and property rights, and who make possible fruitful commerce and peaceful living in our land. We pay tribute to the Special Agents Association which originated in Chicago and which has done so much to draw together investigators representing national and local government and private enterprise and industry into a profession with high standards of conduct and lofty goals. We thank you for unselfish work done and urge you to continue your efforts to keep our people free and our country prosperous."

Taking part in the program was James E. Edwards, president of *Prairie Farmer-WLS*, who welcomed the guests, and George A. Henry, president of the Special Agents Association. Chairman of arrangements for the special event was Raymond Neilson, investigator for *Prairie Farmer-WLS* and chairman of the public relations committee of the SAA.

Telegrams from J. Edgar Hoover, director of the Federal Bureau of Investigation; U. E. Baughman, chief of the U. S. Secret Service, and Virgil H. Duesterhaus, president of the Illinois Sheriffs Association were received and read on the program.

The Special Agents Association consists of top men in all branches of law enforcement work and representatives of private industry. There are no "courtesy cards" issued to anyone, and members are accepted only after thorough investigation. Race, religion, politics, and financial status have no bearing on selection of members.

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Milwaukee Police And Merchants Use TV To Combat Holiday Thievery

As part of a program to protect Christmas shoppers against thieves and pickpockets, representatives of the Milwaukee, Wis., Police Department and the Milwaukee Association of Commerce appeared on the "Saturday Night Theater," a feature of WTMJ-TV on December 10.

A police inspector and lieutenant and six attractive policewomen dramatized several typical pickpocket methods to about two million television viewers. Reports during the following week indicate that shoplifting activities were considerably lower than in previous periods.

Above, right to left, Ray Weisbrod, executive director of the Milwaukee Association of Commerce, and Deputy Inspector Raymond Dahl portray shoppers, "waited on" by the Jos. Schlitz Brewing Company's announcer, Jack Brand.

Indiana Intensifies Crash Injury Study

A new intensified auto crash injury research study in seven Indiana counties "will strike new blows against needless highway tragedies in this state and elsewhere," Frank A. Jessup, superintendent of the Indiana State Police, announced in a briefing session of troopers and doctors who will handle the project.

Under the program, which started February 1, personal-injury as well as fatal accidents will be investigated in rural areas by the State Police and physicians. Results will be used by the automobile industry, police, and others in traffic safety work.

The reports will be analyzed by the Automobile Crash Injury Research Section of Cornell University Medical College. Also contributing data to Cornell are North Carolina,Maryland, Virginia, Connecticut, Arizona, Vermont, Texas, Minnesota, and the city of Minneapolis.

Earlier studies to determine how people died in traffic accidents, Superintendent Jessup said, have contributed to "greater passenger safety" in 1956 passenger car models.

Indiana crash research began in 1949 under Sgt. Elmer C. Paul, a graduate of the Traffic Police Administration Course of the Traffic Institute, Northwestern University. It has shown that more than 40 per cent of the fatal collisions were considered survivable by investigators because there was no structural collapse.

One-Man-Car-Patrol Paper Read Into Congressional Record By Rep. Bolling

The January 19 issue of the *Congressional Record* contains the following address by Congressman Richard Bolling of Missouri, delivered before the House on January 9:

"Mr. Speaker, the citizens of Kansas City, Mo., take great pride in the brilliant record achieved in recent years by their police department. During the adjournment of Congress, I observed at first hand the operations of this dedicated and able law-enforcement organization. I was enormously impressed by the energy, enthusiasm, and effectiveness of every person concerned, from the president of the board of police commissioners to the newest member of the force.

"What has been accomplished in Kansas City is best revealed by the following facts: From 1952 to 1954 the national crime rate rose 22.6 per cent. In Kansas City the 2 years revealed a 20.5 percent decrease. I understand the latter trend continued during 1955.

"There follows an address entitled "One-Man Car Patrol," by the outstanding chief of police of Kansas City, Bernard C. Brannon. The address was made before the 62nd annual conference of the International Association of Chiefs of Police on October 3, 1955, in Philadelphia."

Congressman Bolling then read Chief Brannon's address in its entirety, making the address a part of the *Congressional Record*.

Woodson Reviews Virginia Accidents

In reviewing Virginia's 1955 traffic death toll, Col. C. W. Woodson, Jr., superintendent of the Virginia State Police and chairman of the Governor's Highway Safety Conference, said that State Police arrests for traffic offenses exceeded by 30,000 the 1954 record of 105,415.

He said that the 1955 death toll was 876, which compared unfavorably to the 810 of 1954. However, with 1954 excluded, 1955 was the lowest traffic death year since 1949 and that pedestrian deaths fell from 161 to 150, hitting an all-time low for the second straight year.

Colonel Woodson pointed to three factors which he felt undoubtedly had their effect on 1955's increased death total: 1) Traffic volumes rose about 2 per cent; 2) some of the initial psychological impact of radar had understandably worn off, and 3) Virginia was very unfortunate in its multiple-fatal crash experience.

In the last category, in 1955 there were 94 crashes in which 236 persons died. In 1954, 78 multiple-fatal crashes killed 192. Three hundred and eighty-five persons lost their lives in accidents in which only one vehicle was involved.

R. I. Operates State Police School

Rhode Island is now operating a State police school at the University of Rhode Island. Created by statute last year, the school is under the direction of the Superintendent of State Police.

The act provides candidates meeting physical and other requirements "shall be admitted to the school only upon the request of the appointing authority in the city or town of which the prospective candidate is a resident and every such application by the appoint-

ing authority shall be accompanied by a statement that the candidate has prospects within the reasonable future of an appointment to the police force of the city or town sponsoring him; provided, however, that any member of any police department of any city or town accepting the provisions of this act, who has received his appointment within one year of any candidate training class, shall be eligible for training in the school."

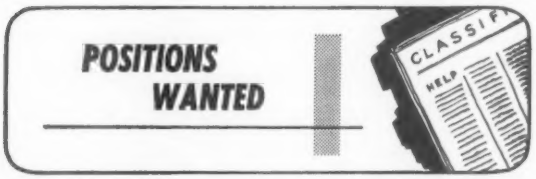
Upon completion of the prescribed course, candidates receive a certificate of merit. The cost of the school is borne entirely by the state and no tuition or other charge is made.

Astonishing Ignorance of Municipal Affairs Revealed in Los Angeles Study

A $10,000 study commissioned by the city fathers of Los Angeles to find out how much residents know about the operation of their government has revealed astonishing ignorance among the populace. Questions posed to some 2,000,000 inhabitants, 82 per cent of whom have lived in Los Angeles for five years or more, show that 15 do not know the name of the mayor, Norris Poulson, and 70 per cent cannot name their city councilman (of which there are fifteen). Sixty per cent do not know what a bond issue is, and half do not know what a balanced budget is—facts which help explain to city administrators the voters' failure to approve several recent routine bond issues.

Half the Los Angeleans quizzed don't know they've voted for sewer construction, although all sewer projects have to be approved by the electorate. Half are under the mistaken impression that the city has a cigarette tax, and half think the city (rather than the county) issues marriage licenses. Half don't know the location of the main library.

The city administration, which sponsored the study in an effort to find out people's attitudes on city problems and services and impressions of areas of municipal responsibility, can take heart from the fact that two-thirds believe if they went to City Hall with a problem, they would get prompt action.—*American Municipal News*



An associate member of IACP desires a responsible position in the police field. A graduate of the '53-'54 Traffic Police Administration Course at Northwestern University Traffic Institute. Previous experience of 2 years in an official position at the State Prison of Southern Michigan; 11 years experience in the law enforcement field as police officer and traffic analyst, and 4 months experience as a field representative of the Traffic Institute. Married, 39 years of age and in excellent health. Any member knowing of a vacancy where above qualifications would be considered is requested to write direct to: Charles Fabian, 212 N. Pleasant St., Jackson, Michigan.

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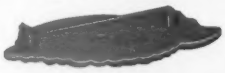

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N. Y. State Police Conduct Community Police Training

By Supt. Francis S. McGarvey
Division of State Police
State of New York
Albany, New York

The New York State School for Police, "An institution devoted to improvement and betterment of the police profession," conducted a "basic police school" for the Oswego City Police Department in June of this year. This marked the inauguration of of a policy of increased assistance to communities by the New York State Police.

This basic police training school resulted from a request of Chief John J. Reed of Oswego, N. Y. The chief, recognizing the vital need for police training and aware that the former occasional or weekly sessions of training with hit-or-miss attention or attendance was deficient, presented his problem to the State Police. But before continuing the story about the Oswego training, I would like to give a little background information. Those in charge of State Police training have always had an intense concern for the need and value of training for *all* police.

This need and value of police training have been agreed upon by both police and laymen. Almost every department devotes some time and effort to giving its officers something which is termed training. But here the agreement and uniformity of practice ends. Some departments provide training that is so brief it fails to produce the proper results. There are comparatively few police departments large enough in the state to justify independently the cost in man hours of a well trained, capable training staff, the training quarters and facilities, and the other requisites for first-rate basic training. Unless the number of persons to be trained is large, the cost of training each individual officer properly becomes excessive.

However, if a well-planned training program is not provided, police officers must, as at present, learn how to do their jobs and endeavor to improve their performance in a hit-or-miss fashion on their own initiative. They must resort to doing the best they can and profit from their mistakes, or watch how others do the job and imitate what seems to be effective. Learning, in this way, extends over a long period of trial and error experience and is costly in many ways to the department. The public doesn't get the efficient police service it pays for, and citizens are likely to be victims of well-meaning but uninformed policemen.

Since Chief Reed and most certainly no one else wants this sort of police performance, a program of real basic training had to be organized and provided for Chief Reed and other municipal police administrators who had neither the facilities to conduct their own training nor the funds to send personnel away for extended periods of training.

The New York State School for Police has since 1921 afforded training to members of municipal departments which have neither the funds, facilities nor personnel to provide proper training.

This school was created by the Legislature of the State of New York under Chapter 176—Part 2 of the Laws of 1921 which authorized the Department, now the Division of State Police, to establish such a school and appropriated money for its maintenance.

The staff of instructors is made up of commissioned officers, non-commissioned officers, members of the State Police and technicians of the State Police Laboratory who have specialized in their subjects with many years of service and academic background. The staff has actively since 1921 collected, sorted and organized the good experiences of hundreds of officers gained over this period of years. This organized body of knowledge is passed on to those who need it. The mistakes commonly made in the past can be prevented in the future by pointing out the pitfalls to the less experienced recruits, both State Police and those of the municipal departments.

Any person employed as a policeman or law enforcement officer is eligible for admission to this school. Numbered among those already graduated are state, county, city and park police, sheriffs and deputy sheriffs, railroad police, motor vehicle inspectors and other officers for the enforcement of special laws such as game protectors, forest rangers, bank guards, etc. Many other states have sent representatives to attend the courses. Police officials who conduct schools of their own have detailed officers in charge of their schools with the end in view of gaining new ideas for improving or perfecting their own training courses.

The inclusion of peace officers from the cities, towns, and villages of the state in the basic training programs conducted for the State Police recruits is part of the Division's policy to be of real service to the police of the state and, of course, indirectly in this concern, of real service to the people. Some of the police chiefs such as Chief Reed, who are deeply concerned about police training, have overcome legal, political, and financial difficulties by taking advantage of Section 72c of the General Municipal Law of New York State. This law removed the handicap of lack of funds for training purposes, and made it possible for these communities to accept the invitations of the New York State Police and enroll their officers for basic training in the New York State School for Police and receive the same intensive training provided for the trooper recruits. There is no cost to these communities for this training, other than for meals and lodging. All law books and other required facilities are provided for by the State.

Each session of basic recruit training is conducted for six weeks and held in Troy, N. Y. The enrollment of policemen from municipal departments of the State presented problems to both the municipal departments and to the school.

The municipal departments while being able to take advantage of Section 72c of the General Municipal Law were often restricted by appropriations for meals and lodging to amounts which could only provide this training for one or two men each year. Then too, each department had its idividual problems of coverage for enrollees during their absence in attendance at the school.

Chief Reed was faced with these problems. He had previously enrolled two men from his department in the 48th session of the New York State School for Police and on their graduation and return to duty, appreciated the value of the training they received and recognized the need for similar training for 21 members of his department. On the basis of training appropriations for two men each year at least ten years would be required to give his personnel this training. This was not the answer. He examined the possibility of using his two graduates to conduct and instruct the personnel. These two men had graduated with high ratings to instruct in all various phases of training, but even though their presentations were factual they lacked the quality of effective instruction. He recognized the obvious that one instructor can impart more expressive instruction on one subject than on several; that his two men would necessarily have to conduct much background research and study in many of the desired subjects to qualify themselves as instructors in all. Further, their personable appearance, and instructional presentation would be lost in effect by the developing monotony–daily; hourly; the same faces; same voices; and same expressions. Based upon these observations, Chief Reed approached the Division of State Police and outlined his problem.

The State School for Police under direction of Chief Inspector E. C. Updike was authorized by Superintendent McGarvey to offer its personnel and facilities to Chief Reed and to develop and organize a training session to meet his needs.

The School staff in consulation with Chief Reed organized and offered the following plan of basic training service for the Oswego officers. This training service will also be made available to the other police chiefs of the state confronted with similar problems and needs of training. This training service, which inaugurates a policy of increased training assistance to the communities of the state, is offered under the following conditions:

1. The police chief with approval of his community makes the request to the superintendent of State Police, outlining his problems and needs.

2. The school staff consults with the chief concerning his problems and needs.

3. The number of men to receive training must exceed 25, in order to arrange effective use of facilities and assignments of instructors. The ideal number in a class should not exceed 40 members and may be an aggregate arrangement between two or more communities.

4. The prescribable course of basic training is in daily sessions of not less than six periods of 50 minutes and not less than two weeks' duration. The school staff holds that first rate basic police training can be most effective only by full-time assignment, without any part-time or other distractions to affect attention, attendance or effort of those enrolled. The minimum times prescribed provide for a condensed basic and

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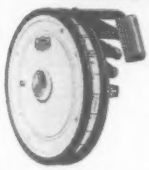

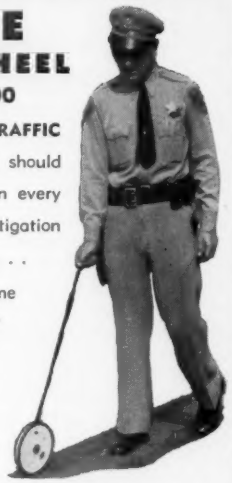

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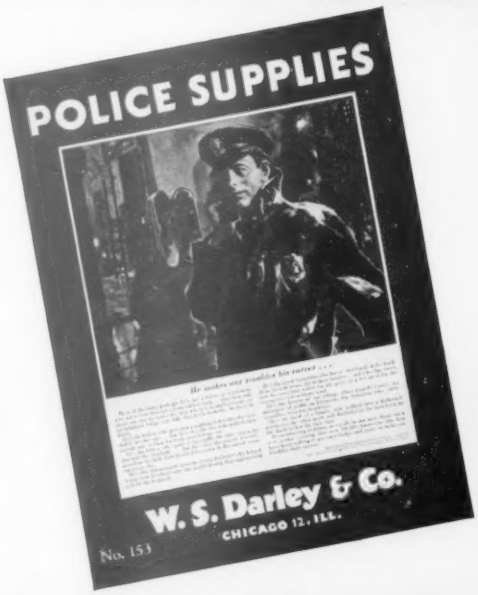

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useful foundation of specific police practices and techniques, essential state and local laws and elementary investigation and preservation of evidence concerned with these laws.

5. The requesting police chief is required to organize the school sessions, provide suitable classroom, enroll members for training, prescribe rules, and conduct the school sessions.

6. The police chief or other authority in command of personnel enrolled in the course is required to assign such personnel to attend all sessions of the course at the prescribed times. This may be accomplished by rearrangement of working schedules and tours of duty; extending patrol areas; or using training appropriations for employment of part-time extra patrolmen; using school crossing patrolmen or accepting voluntary services of police auxiliary forces during the school session.

7. The New York State School for Police will assist in requirements numbered 4 and 5; organize the course of training; furnish qualified instructors and training aids; and furnish and conduct examinations and rate students.

The New York State School for Police staff and Chief Reed reviewed these conditions, were in agreement, and arrangements were made to conduct a basic training session of two-week duration.

The curriculum was developed and organized by the State Police School staff. Such a course of basic police instruction is not intended to meet every requirement of complete police training even at the recruit or basic training stage; rather it provides the initial basic requirements, fundamentals, techniques and information as a foundation only. Such necessary training in first aid, firearms instruction, vehicle operation, incidental laws and procedures are supplementary and are arranged periodically.

The school was organized by Chief Reed and conducted June 13-24, 1955. Classes were held from 0800 to 1700 hours for ten days, climaxed by a two-hour written examination. Classes were held in the Municipal Building in Oswego. Thirty-seven policemen attended—21 from the Oswego City Police Department, 11 from the neighboring Fulton City Police Department, and five from the Oswego County Sheriff's Office. Thirty-four members successfully completed their examinations and were awarded certificates of attendance at graduation.

The New York School for Police provided qualified instructors and necessary training aids for each subject. Law books, evidence guides, police manuals and training pamphlets were supplied for study and future reference. An officer of the State Police was assigned as a liaison officer to assist Chief Reed in conducting the classes, and to observe the attendance, interest and expressions of the attending personnel, as well as to get the reaction of public authorities, newspapers, and citizens.

This liaison officer observed keen interest throughout the school by all the members attending. The principal comment was that the school was not long enough, indicating a desire to receive more police information. Many expressions of good will were received from the public officials and public. The daily newspapers published a daily account of the activities and subjects under discussion, and their comments were all favorable and constructive.

On the basis of this initial success, we believe we are definitely on the road to providing more and better police training to the communities of our state.

DOES SAFETY MAKE DRIVERS TIMID?

(From newsletter of Police Fleet Safety Contest, jointly sponsored by the International Association of Chiefs of Police and the National Safety Council.)

Recently a state police administrator whose fleet is not in the Contest told us that he did not believe in safety programs for police drivers. He stated that his department had once had a bonus system for safe operation. This proved good for the safety record, but bad for law enforcement. The officers became timid in pursuit, fearing they might become involved in an accident which might count against their bonus.

If this was the effect of his safety program, we suspect the reason for their becoming timid might have been because his safety program was presented in the wrong light. However, this story sounds too much like the administrative version of the old alibi, "We're in emergency work and we have to have accidents."

Actually, in the heat of pursuit, an officer doesn't stop to think about safety records or bonuses. What he does do is drive according to habit. If he has formed good safe driving habits, he will follow them in pursuit as well as on routine patrol. Good driving habits are the objective of your safety program.

If an accident occurs during pursuit, most police safety committees will give this fact some consideration when trying to determine preventability. They will not, however, excuse such acts as racing blindly through an intersection.

One police administrator told of a particularly eager-beaver type of officer who was effecting a creditable number of apprehensions, but was banging up cars at the rate of three or four accidents per month. He finally had to be taken off squad car duty because, as his superiors stated, "The department could not afford his accident rate." The crowning incident was this officer's driving through a busy intersection at 70 miles per hour and side-swiping a car with five passengers, three of them children. Most departments have long ago reached the conclusion that this type of pursuit does more harm than good.

Pursuit Tactics from Texas

While on the subject of pursuit and safety, we were interested in reading the following from the "Emergency Driving Classroom Outline" of the Highway Patrol Division of the Texas Department of Public Safety:

"In emergency driving, you will be permitted to execute some maneuvers in a manner not acceptable in the regular driving course you have completed or in routine patrol driving. It is intended under the emergency driving law that the right-of-way provided you through the use of the red light and the siren should, to some degree, compensate for the extra hazards you will face. While the law gives you legal

protection, you will soon learn that your real protection lies with your personal judgment and defensive driving habits rather than with the driving public, a large portion of which can hardly cope with normal driving problems, let alone with situations which emergency vehicles present."

In the same outline, under the title, "Safety Precautions," the following seven points are given:

1. Keep tires properly inflated—very important.
2. On rural runs at high speed, lock doors and roll up windows to prevent arms or legs from getting outside in case of a roll.
3. Officer in suicide seat should keep legs braced against floor in preparation for emergency braking. If roll or collision is impending, hold back of seat. Do not hold door handle.
4. Posture of driver's body: Back against seat. Hands in 9 to 11 and 2 to 4 positions. Ball of right foot centered on gas pedal. Left foot in bracing position.
5. Partner should assist driver by observing marginal hazards such as train, stock, vehicle on cross roads, pedestrian, curve, and call attention to hazards in a quiet voice.
6. Emergency runs shall not exceed 70 mph on rural roads or 40 on urban streets except in overhauling serious traffic violators, going to major accidents and in apprehending known felons or suspected felons, such as when a driver violates a blockade.
7. Always remember that it is better to lose a speeder or be a few seconds late on an emergency call than to have an accident and injure someone. While the basis of pursuit is to make seconds count in outdriving the pursued, it is unwise to crowd one's luck in an already dangerous activity. Time is on the law's side. It is better to delay the arrest than to injure or kill an innocent citizen whose person and property you are employed to protect.

New Monitoring Device Will Record Volume And Speed Of Parkway Traffic

Science is bringing some of its newest weapons to bear on the problem of moving traffic safely and expeditiously over the Merritt Parkway in Connecticut, according to announcement of Lieut. Louis D. Marchese, in command of the Westport Barracks of the Connecticut State Police.

Within the next few weeks equipment will be installed which will bring into the Barracks complete and accurate information on the number of cars using the Norwalk section of the Parkway at all times, and on the speeds at which they are traveling. The officers on duty at the Barracks will be able to keep track of changes in volume and speed of vehicle movements by observing the readings of dials which show this information with high accuracy.

The monitoring system, which is to be installed on an experimental basis, will be the first of its kind anywhere.

This development is the product of Automatic Signal Division of Eastern Industries, Inc., Norwalk, Conn., working in cooperation with the Connecticut State Police, State Highway Department, and the Merritt Parkway Commission. Principles of radar and modern electronic computers are employed, worked out over a period of years by the engineers of Automatic Signal Division who have been responsible for the well-known Electro-Matic Radar Speed Meter and for electronic traffic signal control equipment which is widely used throughout the country for controlling vehicle and pedestrian movements at the intersections of streets and highways.

State Police speak of "remote surveillance" when referring to the new technique. The average motorist will probably not be aware of the inconspicuously mounted radar antenna which will pick up the rate of speed and the volume of travel on the area under observation. The information is brought into the Barracks over ordinary telephone circuits. Mounted on the front of a compact cabinet are the necessary controls and the meters which constantly show the volume and speeds being monitored. Readings of the meters are traced simultaneously on rolls of recording paper, furnishing a permanent graphic record of traffic movement.

Police officials see many advantages in being able to keep a constant headquarters check on traffic conditions over a heavily travelled and potentially dangerous route such as the Merritt Parkway. A knowledge of changing traffic volumes, rates of speed, and developments of any unusual conditions reflected by the instrument readings make possible the most effective use of manpower in coping with the control problems involved in fighting accidents and congestion.

The new equipment is equally effective day or night and is not affected in any way by weather conditions. The use of telephone circuits to bring the necessary electrical information to the monitoring center makes for maximum reliability at all times. There is no practical limitation on the distance between the pick-up and the recording apparatus.

Cost figures for this pioneer installation are not available. It is expected that results on the Merritt Parkway will demonstrate the effectiveness of this modern instrumentation in assisting police manpower and may well be the forerunner of its extended use.

A MAN IN BLUE, ON HIS BEAT

The streets and crosswalks echo shouts
As the bells of school ring again,
And little forms dart here and there,
While healthy laughter multiplies the din.
Then a whistle splits the morning air,
All eyes turn quickly toward the street
And standing there, they see a friend
A Man in blue—on his beat.

A mother smiles softly as she hurries past,
Her children are safe again today.
A father's hello holds a warmer tone
For the policeman on duty across the way.
Neither can read in the officer's mind,
His thoughts of duty and care,
But children who pass have an inner sense,
About the one who is standing there.

For nine long months—ever alert,
In the rain, the cold and the snow,
Guarding the paths from home and school,
Is that man we all should know.
With death and injury aligning themselves
To wage war on young running feet,
There winning the fight through courage and might
Is the Man in blue—on his beat.

—VICTOR C. KELSO

Illinois State Police Modernizes Its Operations

By Phil M. Brown, Superintendent
Illinois State Highway Police
Springfield, Illinois

In accordance with the wishes of Governor William G. Stratton, every avenue is being explored in an effort to make the Illinois State Highway Police the most efficient, effective, and up-to-date law enforcement agency of its type in the nation.

Recently, we embarked on a pioneering venture when, through the good offices of the IACP, we held an in-service training school for officers at the command level. Experts supplied by the IACP conducted an intensive one-week course in management, supervision, and the intricacies of budgetary problems for commanding officers of the State Highway Police.

In addition, a complete in-service training program for all ranks, dealing with the particular problems of each grade, is in the planning stage and almost ready to come off the drawing board and be put into effect.

Further, one day each month command officers meet in Springfield to confer on departmental policy, current programs, and future plans. In this manner, personnel in all of the 14 State Highway Police districts into which Illinois is divided are always cognizant of procedural policy as formulated at the Central Office.

Our training program has branched out in different directions, also. Regularly, officers are in attendance at the Northwestern University Traffic Institute, at Evanston, Illinois; the Southern Police Institute, at Louisville, Ky., and the National Academy, conducted by the Federal Bureau of Investigation in Washington, D. C. Through our water safety and rescue training program, 30 officers have been certified as instructors by the American Red Cross, and all members of the State Police are required to take a 10-hour qualifying course. In addition, all uniformed personnel are required to qualify for an advanced first-aid certificate.

Another important feature of the present State Highway Police administration is a complete weapons training program in the use of side arms and the riot gun, tear gas gun and automatic weapons, supervised by a special firearms instructor and conducted by a range officer located in each of the 14 districts.

To augment our forces in times of disaster or emergency, the Auxiliary State Police, numbering some 700 active members, has been recruited and trained by the State Highway Police and is available for assistance if the need arises.

We have also adjusted the structural organization of the Illinois State Highway Police to meet current needs. Two assistant superintendents have been added to the staff of the Central Office, bringing the total to three, and a number of captains and lieutenants have been added to the Central Office staff assigned to necessary administrative duties, thereby relieving the superintendent of the responsibility for many routine, non-policy matters. As a result, the superintendent is left free to devote his time and attention to new developments and the improvement and modernization of established procedures.

Complete cooperation with other state agencies is a matter of strict policy within the state police organization. Working with the secretary of state's office, a file of revoked, suspended and cancelled driver licenses has been compiled, the Central Office maintaining a master file and each district headquarters a local file. Officers with special training work with state highway engineers from the Department of Public Works and Buildings on traffic surveys and studies. In cooperation with the superintendent of public instruction, trained officers lecture before student bodies on traffic safety and related subjects, and assistance is provided for the driver training courses.

A full-time traffic safety section is also an integral part of the State Highway Police organization, and in addition to the administrative personnel working out of the Central Office, there is an officer of the Traffic Safety Section assigned to each of the 14 districts. The superintendent and one assistant superintendent also serve on the Operating Committee of the Illinois Traffic Safety Council, and a lieutenant is on full-time loan to the council.

As an adjunct to our traffic safety program, which has been fostered and directed by Governor Stratton, our State Police safety stickers have met with eminent success. Shaped like a police star, these pledges, signed in the presence of a State Police officer, elicit from a motorist the promise to drive with courtesy and safety.

In other efforts to step up efficiency in our enforcement program, the use of unmarked cars and in some areas radar devices to apprehend flagrant violators of our laws have been of tremendous value.

The first uniform change in more than a decade—the adoption of the "Montana Peak" hat to replace the old chauffeur's cap—has been an invaluable factor in improving morale.

MONROE, NORTH CAROLINA—Captain A. A. Mauney was named to succeed Chief W. T. Ivey as head of the Monroe Police Department on March 1. Chief Ivey resigned to accept position of director of public safety in Statesville, N. C.

The city of Adams, Wisconsin, population 1,425, and the adjoining village of Friendship, population 566, last year established a joint police department to provide law enforcement service in both jurisdictions.

Pasadena, Calif., among the first to employ police cadets as apprentices to the police service, has established the position of investigator, at a salary range approximately one-half way between policeman and sergeant. This rating will eventually supplant the position of detective and will be used in all divisions of the department for special investigating assignments.

TIMELY SUGGESTIONS

Major Lou Smyth

Kansas City, Mo., Police Dept.

A letter arrived in the mail recently from one of the youngest members of IACP. Known throughout the length and breadth of the United States, he was celebrating his 83rd birthday. Yes, he is one of the youngest members—young in spirit and interest in everything for the good of the police service.

He is James M. Broughton of Portsmouth, Virginia, honorary president of the International Association of Chiefs of Police. His letter said he was going to a birthday party the night of January 17 (the day the letter was written, another birthday party the following day, a police banquet on the night of the 19th and on the morning of the 29th, was starting on a trip to complete the celebration of his birthday. Here was his itinerary: Portsmouth to Gainsville and Atlanta, Ga.; to Panama City, Florida, then to St. Petersburg, Bradenton, Miami, and West Palm Beach, Fla.; then back home.

We head the "Timely Suggestions" this month with the facts from Jim's letter as a hint to those who think they are growing old that the way to keep young is to get around and see folks and new scenes—and attend parties!

Here is a letter from Chief Daniel S. C. Liu of Honolulu giving a breakdown of expense in attending the 1957 Conference in Hawaii:

January 20, 1956

Dear Lou:

I am sorry to be tardy in answering your letter of December 6, but I wanted to get the facts on the cost of the Honolulu Convention trip so that we can properly refute any rumors that coming to Honolulu in 1957 will cost the average chief $1,000 to $1,500.

I think that those who are worried about the cost will be pleasantly surprised by the following figures which were compiled for me by a sub-committee of the Hawaii Visitors Bureau Convention committee.

Minimum convention costs to Hawaii should be approximately as follows:

From the Pacific coast: tourist air fare round trip is $250 plus $25 tax, transportation to and from airport $3.50, hotel, six nights at $5 for a total of $30 plus seventy-five cents tax, and meals seven days at $8 a day for a total of $365.25, including tax. The hotel cost is based on a $10 for double occupancy.

From the Chicago area: the minimum cost would run to approximately $532.45 for the round trip including everything. The differences here would be the round trip air fare from Chicago, $402 plus tax.

The cost from the East coast will involve only a minor increase, the tourist air fare being $448 plus tax. The total cost from the East coast should run about $583.

By ship, the minimum first class fare one way is a $145 plus $14.50 tax from either Los Angeles or San Francisco.

As you can see from these figures, the additional cost of coming to Hawaii is very modest, even from the East coast. Living costs in Hawaii for visitors are in many instances less than you would pay in comfortable resort areas in the Mainland United States. You can be sure that everything possible will be done at this end to keep cost to a minimum.

As for the question of whether people in various communities might take a critical look if they thought their tax money was financing the trip for a Honolulu vacation, it should be pointed out that many organizations are now holding their business conventions in Hawaii. Among them the Episcopal Church of America, which brought 4,000 people here last September for a full business agenda covering more than a week; the Mortgage Bankers, Western Orthopedic Association, the Pan Pacific Dental Convention, the American Meteorlogical Association, the World Orchid Conference and the United States Port Authorities. These groups have found that Hawaii's fine year round climate and modern facilities make for an ideal convention site.

The fact that these business and professional groups do not regard a convention or post-convention tour in Hawaii as a vacation junket is attested to by the full business itineraries they have drawn up and the success of their meetings. Another thing, many government, civic and business groups hold their conventions in such comparable resort areas as Florida, California or Atlantic City with success. A principal point in favor of the 1957 Honolulu convention is that IACP delegates can combine a vacation with official business if they wish, taking a few days vacation in Hawaii at their own expense before or after the convention dates.

I hope this information answers your queries.

Sincerely,

DAN LIU
Chief of Police

P. S. No Federal transportation tax would be imposed on the chiefs as they are exempted, the convention being "official business." Transportation to and from airport will be furnished by our Police Department.

The information from Chief Liu may be used as a basis for charting the course in financing from now until time for the 1957 Conference.

As this column is written a group of Kansas Citians are getting ready to head for Latin-America. They are members of the Kansas City Commission for International Relations and Trade and are on a good will and get-acquainted trip to Caracas, Venezuela; Rio de Janeiro, Brazil; Sao Paulo, Brazil; Montevideo, Uruguay; Buenos Aires, Argentina; Santiago, Chile; Lima, Peru; Panama City, Panama; and Mexico City. At the start of the trip they were scheduled to stop at Washington, D. C., where they were to be briefed by officials of the State, Treasury and Commerce departments, the Export-Import bank, International Cooperation Administration, and the United States Information Agency.

From Washington they were to fly to Miami, Florida, for an overnight stop, then on to Latin-America. On the return trip, they were to spend a few hours at Houston. The entire trip is by air, each member paying his own expense.

Mayor H. Roe Bartle, the "Colossal" head of our Municipal Government, about whom an article appeared in the January 28th issue of *The Saturday Evening Post*, accompanied the Commission on the trip as an ex-officio member.

Colonel Frank H. Spink, president of the Board of Police Commissioners, was a member of the Commission making the trip and he presented beautiful walnut batons to the municipal and national police heads of the cities and nations visited. Each baton bore the greetings from Kansas City, Missouri, Police Department, Frank H. Spink, Police Commissioner. The delegation were scheduled to return to Kansas City the latter part of February. We have asked Colonel Spink to give us a report of the experiences of the Commission on their travels.

More about color photography. At the request of this writer Harris B. Tuttle, consultant in law enforcement photography for Eastman Kodak Company, forwarded a copy of his article which was published in the Texas Police Journal some months ago. He says in part:

"I believe if color photography had been invented first instead of black-and-white photography, nearly all the photography done in police departments would be in color. Also, if color had been used all these years instead of black-and-white it would be much more difficult to get a black-and-white photograph accepted as evidence by the courts today than it is to get a color photograph accepted.

"I also believe that any average color photograph which might be made today is a more faithful representation of any given scene than a black-and-white picture.

"If one is not color blind—and only about two persons in 100 are—and if we see colors normally, the natural way for us to see the things about us is in color and not monochrome. The best black-and-white picture that can be made will only show the relative outline of objects, their relative size and general relationship to one another. A color photograph will also show these same things but, in addition, the color photograph will show the respective colors of objects that come within the range of the lens.

"We should welcome a shift to color photography in police work if it will improve the faithfulness of photographic records. We all know what the introduction of radio and radar and other scientific instruments has done for law enforcement. Color photography is just another instrument, another tool, a form of communication. We should welcome any new tools regardless of their character because it is only through the day-by-day use of new techniques in the field that rough spots are smoothed out, skill is developed and the user becomes a craftsman in the use of the tool.

"I believe that the judges in our courts must be convinced of the value of color photographs over black-and-white. At the present time many judges are permitting defense attorneys to raise all sorts of questions concerning color techniques and the knowledge and technical skill of the police photographers who make the pictures.

"I have always felt that if a color photograph is a reasonable reproduction of the original scene, or subject, at the time the picture was made, it should be admissible in court. The simple test by any judge would merely be to ask the question: 'Is this a reasonable picture of the original subject as it appeared at the time the picture was made?' If it is, it should be acceptable evidence.

"The police photographer should not have to qualify as an expert on color processes or have knowledge of how dye-coupler images are formed any more than a person who operates a typewriter or adding machine needs to know how the mechanism works, who invented it, and whether one machine is better than another. The police photographer who is competent and who can qualify on black-and-white photography should automatically qualify as a color photographer.

"Perhaps one solution to the problem is for all police departments to make color pictures of all evidence material or subject matter submitted to them and keep offering it in evidence at every opportunity. Yes, there may be some failures but constant use of color photography will familiarize the courts with its use and they will have to admit sooner or later that a color photograph is a more truthful representation of the original subject than any black-and-white picture could possibly be.

"Already many police departments throughout the nation are recognizing the value of color photography and are doing something about it. In the Washington, D. C., police department, where about 75 to 80 per cent of the arrests are colored people, color photography is indispensible in making mugging pictures.

"Regular black-and-white mugging pictures may and often do indicate that a black Negro has a light skin and that a lighter high yellow appears black. These are situations that can and do occur wherein negatives may be overdeveloped and then printed on a hard high contrast printing paper, or when a negative is underdeveloped and printed on a soft printing paper, or low contrast printing paper. The first would make a black Negro appear almost white while the latter would make a light-colored Negro appear black. When mugging pictures are made on color film and properly processed there is absolutely no doubt. The high yellow, or mulatto, and the black-black Negro are all rendered on the color film as they appear to the human eye.

"The Nassau County Police Department of New York is out in front in the use of color photography. Its officers make all of their evidence pictures on 4x5 Ektachrome Film and their color prints on a color printing material. They do all of their own color developing and keep one busy man all of the time on color processing and printing work.

"There are many other police departments busy using color film either all or part time. Rochester, N. Y., makes color movies of all drunken drivers. This film shows the color of the skin, hair, blood-shot eyes and any other color defects which might prove important as evidence in showing the condition of the person at the time of his arrest.

"Denver, Colo.; Pittsburgh, Pa.; Los Angeles, Calif., and Cleveland, Ohio, are just a few of the police departments already using color photography in varying degrees."

Letters to the EDITOR

More Safety—Less Horsepower!

Members of the IACP may be interested in the following letter which the Accident Prevention and Traffic Committee of the Buffalo Business Federation, Inc., has mailed to Harlow H. Curtice, president of General Motors Corporation; Henry Ford II, president of the Ford Motor Company; James J. Nance, president of the Studebaker-Packard Corporation; L. L. Colbert, president of the Chrysler Corporation; and George W. Romney, president of American Motors Corporation:

"Last year in New York State more than 2,200 persons were killed and 204,000 injured in 367,000 traffic accidents that caused property damage amounting to $100,000,000, according to a report recently released by Governor Harriman.

"This is a condition that no civilized community can tolerate. It is a tragedy that can and must be challenged by law enforcement, engineering and education.

"At a regular meeting of this organization, January 11, 1956, I was directed by the delegates to convey to you, and other leaders of the automobile industry, a plea that more emphasis be placed on car safety features than upon horsepower and speed in the design and advertising programs of automobile manufacturers.

"While we clearly recognize the need for increased horsepower to accommodate automatic transmissions and the many new accessories that make driving a pleasure, along with the need for reserve power to overcome and pass, we cannot reconcile safe driving with available speeds up to 150 miles an hour and engine horsepower up to 600. Such speed and horsepower would seem to impose on most drivers an unwarranted potential hazard.

"The future of the automobile industry, in our opinion, depends upon a drastic reduction in traffic accidents. The industry must assume its moral responsibility to the nation by taking the leadership and more actively supporting such a program."

ROBERT B. ROBINSON, Chairman
Accident Prevention and Traffic
Committee, Buffalo Business
Federation, 470 E. Amherst St.;
Buffalo, New York

Police in all cities of Rhode Island now have work weeks of less than 48 hours. Providence last year put into effect a 40-hour per week schedule for its police.

RETURN TO TWO LICENSE PLATES

By Chief Leon E. Coleman
Bureau of Police, Endicott, N. Y.

I would like to ask the members of IACP to use their just and proper influence to intercede for the return of two license plates on motor vehicles.

The practice of using but one license plate on automobiles has proven to be one of the greatest handicaps police agencies have ever had to cope with, in my opinion. In trying to apprehend stolen automobiles, robbers, thieves, or any violator where an automobile is concerned, the one plate system ruins any chance an officer might have in making a speedy apprehension.

Chief Coleman

One license plate on the rear of a vehicle creates a dangerous hazard, for it requires a police officer to look backward while passing a car to ascertain the license number. There have been instances of an officer, in trying to make a quick turn to follow a car bearing the license plate he was looking for, becoming involved in an accident, with consequent delay enabling the party wanted to make his get-away.

Very often during my years with the Endicott Police it has been necessary to try to locate and stop a car on short notice for various reasons. The one-plate system makes it practically impossible to locate them quickly. With the two-way radio and two plates on cars as formerly, we would be in a much better position to cope with the many serious situations which confront us nearly every day.

Last month we had a daylight robbery of a finance company by a masked, armed robber who escaped with $830. The alarm was broadcast immediately to all police agencies throughout the area. We were looking for a car bearing a certain registration. We did not locate the car, although it was being driven on the streets and highway at the time. We later found the car we were looking for parked at the robber's place of employment. He was arrested, confessed, and is now awaiting Grand Jury action.

Since the arrest of this robber it has been conceded that in all probability, with two plates on the car, he would have been apprehended more quickly, saving much time and effort.

Two plates on a car are also of great advantage during a road block. The officers can determine at once if the car they are looking for has the registration on the front; if so, they can keep the line moving without stopping until the one they are looking for appears. This eliminates traffic congestion and delays and keeps the area clear if there should be a necessity to use firearms.

There are many more reasons too numerous to mention which make it vitally important to have two permanent license plates on all motor vehicles. It is my view that this is one of the most essential and advantageous elements pertaining to police efficiency in apprehending wanted drivers.

12th Purdue Arson Seminar In April

The 12th Annual International Arson Investigators Seminar will be conducted April 23-27 at Purdue University, Lafayette, Ind.

The IACP is one of the cooperating agencies, as are a number of other national and state organizations interested in the recognition, investigation, prosecution, and prevention of the crime of arson.

International authorities on the subject of arson will cover such subjects as Training for the New Enrollee, Advanced Investigative Techniques, Review of the Latest Laboratory Aids and Specific Training That Will Lead to More Effective Detection, Apprehension, Prosecution, and Conviction of the Arsonist.

Among those who will attend are official members of fire departments, law enforcement agencies, industrial protection departments, local, state and national governmental agencies, insurance and underwriting organizations, defense services, fire prevention representatives, and persons actively engaged in arson control and prevention.

For additional information on the seminar, write to Prof. Shelby Gallien, seminar director, Public Safety Institute, Purdue University, Lafayette, Ind.

Yale Announces Fellowship For Its Traffic Engineering Course In 1956-57

"The shortage of traffic engineers may jeopardize the nation's expanding highway construction and traffic safety programs," comments Director Fred W. Hurd, of the Yale University Bureau of Highway Traffic, in announcing availability of fellowships and course of study for the next academic year. "We are enlarging our traffic engineering course to help provide qualified men for responsible positions now open in municipal and state highway departments."

The course of graduate study is devoted to the planning and operational design of new streets, highways and terminals as well as to the regulation and control of traffic movements on existing facilities in the interests of safe, convenient and economic transportation of persons and goods.

The fellowships, which offer up to $2000 each, are to be awarded on a competitive basis to applicants who are residents of the continental United States and are graduates of an accredited school in engineering. A number of tuition scholarships are also available.

The closing date for filing fellowship applications is April 1. Those wishing information and application forms should write the Director, Bureau of Highway Traffic, Yale University, Stratchcona Hall, New Haven 11, Connecticut.

"Auto Facts" Free To IACP Members

Single copies of the 35th edition of "Automobile Facts and Figures" may be obtained without charge by members of the International Association of Chiefs of Police.

To get a free copy of this interesting publication of the Automobile Manufacturers Association, IACP members should address a card or letter to the IACP Traffic Division, 1704 Judson Ave., Evanston, Ill., give their name and address, and state the two words "Auto Facts."

(Officers and members of police organizations are invited to inform IACP Headquarters of their annual meetings so that they may be listed in this column. Information should include dates and place, with name of headquarters hotel.)

Mar. 4-6—Oklahoma State Lodge, Fraternal Order of Police, Duncan, Okla.

Mar. 19-20—35th Annual Massachusetts Safety Conference, Hotel Statler, Boston, Mass.

Apr. 4-5—South Carolina Law Enforcement Officers Association, Cleveland Hotel, Spartanburg, S. C.

Apr. 22-24—Fourth Annual Convention and School of Instruction, National Peace Officers Association, Hotel Eklund, Clayton, New Mexico.

May 3-4—Missouri Police Chiefs Association, Third Annual Conference, Hotel Governor, Jefferson City, Mo.

May 10-12—Washington Association of Chiefs of Police, Marcus Whitman Hotel, Walla Walla, Wash.

May 21-23—36th Annual Conference, Peace Officers' Association of the State of California, San Diego, Calif.

Jun. 11-14—Police Conference, State of New York, Grossingers Hotel, Grossingers, N. Y.

Jun. 14-16—Washington State Sheriffs Association, Monte Cristo Hotel, Everett, Wash.

Jun. 18-20—National Sheriffs' Association, Sheraton-Mayflower Hotel, Akron, Ohio.

Jul. 22-25—Pennsylvania Chiefs of Police Assoc'ation, William Penn Hotel, Pittsburgh, Pa.

Jul. 23-26—56th Annual Conference, New York State Association of Chiefs of Police, Mark Twain Hotel, Elmira, N. Y.

Aug. 27-31—86th Annual Congress of Correction, Hotel Statler, Los Angeles, Calif.

Sept. 6-8—(Tentative) Wisconsin Chiefs of Police Association, Kenosha, Wis.

Sept. 9-13—International Association of Chiefs of Police, 63rd Annual Conference, Conrad Hilton Hotel, Chicago,

Sept. 17-20—International Municipal Signal Association, 61st Annual Convention, Cosmopolitan Hotel, Denver, Colo.

Sept. 25-26—Virginia Association of Chiefs of Police, Hotel Roanoke, Roanoke, Va.

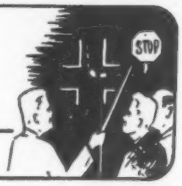
Oct. 22-26—National Safety Congress & Exposition, Conrad Hilton Hotel, Chicago.

Oct. 8-9—Iowa State Policemen's Association, 24th Annual Convention, Hotel Martin, Sioux City, Iowa.

Jan. 9-10—Illinois Association of Chiefs of Police, Annual Meeting, Hotel Orlando, Decatur, Illinois.

The Wisconsin Supreme Court, in a case involving the city of Milwaukee, recently upheld the right of a municipality to prohibit firemen from working on outside jobs during off duty hours.

TRAINING CALENDAR



(Officials in charge of police training courses are invited to list scheduled schools in this column.)

Feb. 20—Two-week course in Personnel Management, Traffic Institute, Evanston, Ill.

Feb. 20—4-day Industrial Plant Protection Officers' School, Texas A&M College, College Station, Tex.

Feb. 27—Two-week course in Traffic Law Enforcement, Northeastern University, Boston, Mass.

Feb. 27—Three-week course in Fundamentals of Police Traffic Service, Traffic Institute, Evanston, Ill.

Feb. 27—Twelve-week Delinquency Control Institute, University of Southern California, Los Angeles 7, Calif.

Mar. 2—Two-day Southern regional conference for graduates of the Traffic Institute's TPA Training Program, Atlanta, Ga.

Mar. 5—Two-week seminar, Scientific Crime Investigation, Southern Police Institute, University of Louisville, Louisville 8, Ky.

Mar. 5—Five-day seminar, Law Enforcement Photography, Eastman Kodak Company, Rochester, N. Y.

Mar. 5—Two-week course in Supervision of Police Personnel, Traffic Institute, Evanston, Ill.

Mar. 5—Five-day Traffic Court Conference, Yale University Law School, New Haven, Conn. (Conducted in cooperation with the American Bar Association and the Traffic Institute, Northwestern University.)

Mar. 5—Three-week seminar on Traffic Engineering, Traffic Institute, Evanston, Ill.

Mar. 12—Two-day Eastern regional conference for graduates of the Traffic Institute's TPA Training Program, Philadelphia, Pa.

Mar. 19—Two-week course in Training Programs and Methods for Police, Traffic Institute, Evanston, Ill.

Mar. 26—(to June 15) Opening date for Spring 1956 Term, Southern Police Institute, University of Louisville, Louisville 8, Ky.

Apr. 2—Five-week Peace Officers' Basic Training School, Southern California, Riverside County Sheriff's Department, Riverside, Calif.

Apr. 9—Four-week course in Military Vehicle Safety and Traffic Regulation (for U. S. Army), Traffic Institute, Evanston, Ill.

Apr. 16—Three-week course in Accident Investigation Administration and Techniques, Traffic Institute, Evanston, Ill.

Apr. 23—Five-day 12th Annual International Arson Investigators Seminar, Purdue University, Lafayette, Ind.

Apr. 30—Three-week course in Traffic Law Enforcement Administration and Techniques, Traffic Institute, Evanston, Ill.

Jun. 4—One-week course for Fleet Supervisors, Traffic Institute, Evanston, Ill.

Jun. 11—Three-week course in Motor Vehicle Traffic Control (for U. S. Air Force), Traffic Institute, Evanston, Ill.

Jun. 18—Six-day Institute on Science in Law Enforcement, Western Reserve University, Cleveland 6, Ohio.

Jun. 21—Two-day Northwest regional conference for graduates of the Traffic Institute's TPA Training Program, Vancouver, B. C., Canada.

Aug. 6—11-day Course in Criminal Law for Police Officers, Texas A&M College, College Station, Texas.

Sept. 10—Four-week Basic Police Training Course, Texas A&M College, College Station, Texas.

Sept. 10—Twelve-week Delinquency Control Institute, University of Southern California, Los Angeles 7, Calif.

Sept. 20—Opening of 1956-57 Traffic Police Administration Training Program, Traffic Institute, Northwestern University, Evanston, Ill.

Oct. 31—Three-day Traffic Safety Clinic for Newspapermen, Traffic Institute, Evanston, Ill.

Nov. 26—Five-day seminar, Law Enforcement Photography, Eastman Kodak Company, Rochester, N. Y.

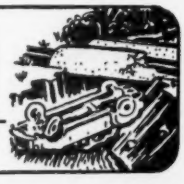
Police Science Summer Workshop

A new approach to teaching police science will be offered by Western Reserve University in Cleveland, Ohio, at its third annual Institute on Science in Law Enforcement the week of June 18-23.

Attendance will be by invitation only. Refresher sessions on new medico-legal developments will be coupled with field work and tutoring in groups limited to five students each.

Registration will be $75. Complete information on the June Institute is available from Oliver C. Schroeder, Jr., Director, Law-Medicine Center, Western Reserve University, Cleveland 6, Ohio.

TOLL THE ACCIDENT



The nation's 1955 motor vehicle death toll of 38,300 was 8 per cent more than the total of 35,586 in 1954, but was about 1,670 below the all-time high of 39,969 established in 1941.

According to the National Safety Council, the year was marked by a steady upward trend in traffic deaths. Every month except January and February brought more deaths than the corresponding month of 1954. The December, 1955, traffic death toll was 3,960—up 12 per cent from December, 1954, and the largest monthly total since December, 1941.

In addition to the fatalities, 1955 traffic accidents caused approximately 1,350,000 nonfatal injuries.

The value of property destroyed and damaged by 1955 traffic accidents was estimated at $1,750,000,000. All costs, including medical expense, overhead costs of insurance and motor vehicle property damage, were $4,700,000,000.

Vehicle mileage in 1955 was estimated at 6 per cent above 1954, and 78 per cent above 1941. Thus the death rate per 100 million vehicle miles was estimated on the basis of preliminary data at 6.4–2 per cent higher than in 1954, which had the lowest rate on record.

Of the 47 states which reported their preliminary motor vehicle death toll for the year, 13 had decreases from 1954 and 35 had increases. The 13 states showing reductions were:

Idaho	−23%
Arizona	−11%
Minnesota	−10%
North Dakota	− 4%
Kansas	− 3%
Oregon	− 3%
Nebraska	− 3%
New Mexico	− 3%
Utah	− 3%
Wyoming	− 3%
New Jersey	− 2%
Iowa	− 1%
Maryland	− 1%

(New York had an 11-month increase of 5 per cent, but its final report for the year was not received.)

Regional changes in deaths in 1955 from 1954 were:

North Atlantic	+ 9%
South Atlantic	+10%
North Central	+ 6%
South Central	+ 9%
Mountain	− 2%
Pacific	+ 9%

Of the 531 cities reporting in 1955, decreases were reported by 207, no change by 92, and increases by 232.

Among cities with more than 200,000 population, Syracuse, N. Y., had the largest reduction in fatalities—37 per cent below 1954. Tampa, Fla., had a 34 per cent reduction, and Seattle, Wash., and Dallas, Tex., each had 28 per cent reductions. The following cities in this size classification showed fewer deaths than in 1954:

Syracuse, N. Y.	−27%
Tampa, Fla.	−34%
Seattle, Wash.	−28%
Dallas, Tex.	−28%
St. Paul, Minn.	−19%
Memphis, Tenn.	−17%
Indianapolis, Ind.	−10%
St. Louis, Mo.	−10%
Milwaukee,Wis.	−10%
Akron, Ohio	−10%
Portland, Ore.	−10%
Miami, Fla.	− 9%
Norfolk, Va.	− 8%
Rochester, N. Y.	− 7%
Detroit, Mich.	− 4%
Chicago, Ill.	− 3%
Philadelphia, Pa.	− 2%
Boston, Mass.	− 2%
Baltimore, Md.	− 1%

Eighty-one cities of 10,000 population or more completed the year without a traffic death. Medford, Mass., with a population of 66,100 was the largest city to achieve this distinction. Second largest was Muskegon, Mich., and La Crosse, Wis., was third.

Leading cities in each population group for 1955, ranked according to the number of traffic deaths per 10,000 registered vehicles, were:

Over 1,000,000 Population	
Los Angeles, Calif.	3.4
Detroit, Mich.	3.4
Philadelphia, Pa.	3.7
750,000-1,000,000 Population	
St. Louis, Mo.	3.0
Cleveland, Ohio	3.1
San Francisco, Calif.	3.3
500,000-750,000 Population	
Seattle, Wash.	1.6
Dallas, Tex.	1.7
Minneapolis, Minn.	1.9
350,000-500,000 Population	
Portland, Ore.	1.8
Indianapolis, Ind.	2.0
Kansas City, Mo.	2.2
200,000-350,000 Population	
Oklahoma City, Okla.	1.2
Norfolk, Va.	1.3
Miami, Fla.	1.5
100,000-200,000 Population	
South Bend, Ind.	0.8
Wilmington, Del.	0.9
Tulsa, Okla.	0.9
50,000-100,000 Population	
Medford, Mass.	0.0
Lincoln, Neb.	0.2
Alexandria, Va.	0.3
25,000-50,000 Population	
Muskegon, Mich.	0.0
Cheyenne, Wyo.	0.0
La Crosse, Wis.	0.0
10,000-25,000 Population	
Kingsport, Tenn.	0.0
Napa, Calif.	0.0
Klamath Falls, Ore.	0.0

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Law Enforcement Equipment Specialists

Police and Fire Department Gas Masks, Front or Side Carrier Types, also Snout Type — all with FULL VISION Face Pieces which carry the Bureau of Mines approval No. 1435, or No. 1436. Specific Canisters available for protection against various types of gases and smoke.

Federal 1½" Caliber Gas Gun

The Federal Gas Gun is light in weight and sturdily built. Four different shells can be fired from this gun. The Flite-Rite Projectile for dislodging barricaded persons; Spedeheat Projectiles for riot and mob control; Short Range Cartridges for close range use and Flare Shells which sends a 30,000 candle-power flare 150 feet into the air. Also a complete line of Federal Tear Gas Grenades, for hand throwing. Write for tear gas literature on your requirements.

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This new Red Plastic cone clamps to your present flashlight and is light in weight.

The Federal Red Conical Baton shows a deeper red light at a farther distance than any other make.

The cone fastens tightly to your flashlight with thumb screw band. Can be removed in a few seconds to permit use of flashlight alone.

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A style for all police departments, both large and small, is the New Model SL design, with both long and short wave lamps in one compact kit.

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Calibers: .38 Special
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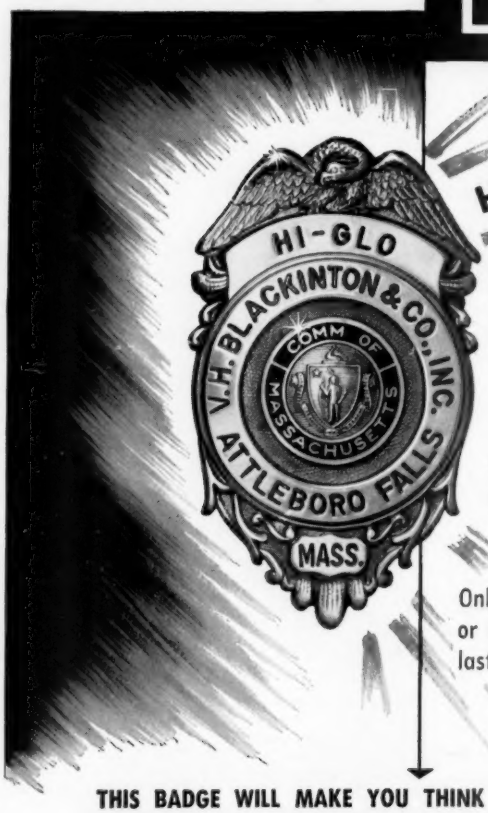

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